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The City Council of the City of Charlotte, North Carolina met in regular session on Monday, April 12, 1976, at 3:00 o'clock p. m., in the Council Chamber, City Hall, with Chairman pro tem Pat Locke presiding, and Councilmembers Betty Chafin, Louis Davis, Harvey Gantt and Neil Williams present.

ABSENT: Mayor John M. Belk, Mayor pro tem James B. Whittington, and Councilman Joe D. Withrow at the beginning of the meeting.

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#### INVOCATION.

The invocation was given by Councilman Neil C. Williams.

#### APPOINTMENT OF CHAIRMAN PRO TEMPORE.

Motion was made by Councilman Williams, seconded by Councilwoman Chafin, and unanimously carried, appointing Councilwoman Locke as Chairman pro tem. The City Attorney advised that the Chairman pro tem is required by the Charter to vote on each item.

Chairman pro tem Locke advised that Mayor Belk and Councilmembers Whittington and Withrow are attending a funeral and will be present later in the meeting.

#### APPROVAL OF MINUTES.

Motion was made by Councilman Gantt, seconded by Councilman Williams, and unanimously carried, approving the minutes of the Council Meeting on Monday, March 29, 1976 as submitted with the following correction:

Minute Book 63 - Page 177, Second Line, change the word "unadvantageous" to read "advantageous".

#### INVITATION EXTENDED TO MAYOR AND COUNCIL TO BICYCLE RACE AND PICNIC TO BE HELD ON SUNDAY, APRIL 25.

Mr. Barry Ward, Coordinator of the Charlotte-Mecklenburg Bicentennial Bicycle Race, stated they decided to re-enact something that took place in Charlotte 100 years ago. There were two racing, cycling tracks in Charlotte in 1890. It was a common practice that cyclists from all over the United States and around the world would come and participate in what was called six-day bicycle races.

He stated that since this was a hundred years ago, they thought they would like to re-enact some of what took place at that time. They started planning to have a major international bicycle race. He is proud to announce that on April 25, 1976 we will have probably the largest bicycle race that will be held in the United States. It is an Olympic development race and committee members of the United States Selection Committee will be here to observe this race. It will be over a 76-mile course on closed city streets - Third Street, down McDowell to Fourth Street to College - over a 9.4 circuit.

Mr. Ward stated at present they have over 200 entries coming from all over the United States, a team from Spain, team from Italy, two teams from England and a team from Germany.

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A very important part of this is a plan they embarked upon about a month ago. They went to the Junior High Schools, and elementary schools of the community, and they have talked to over 14,000 children on how to ride a bicycle in safety on our streets. They feel this part is something that is very much needed at this time.

For the entire family, a picnic is planned in Marshall Park to take place from 12 noon to 6 p. m. They are working with Joyce Hoyle and the Park and Recreation Commission. He invited each of them to come and bring their families on Sunday, April 25.

RESOLUTION AUTHORIZING THE ADVERTISING OF A PUBLIC HEARING FOR THE PROPOSED FOURTH WARD DEVELOPMENT PLANS AND CONTROLS.

Motion was made by Councilman Gantt, seconded by Councilwoman Chafin and unanimously carried, adopting the resolution authorizing the advertising of a public hearing for the proposed Fourth Ward Development Plans and Controls on Monday, May 3, 1976 at 2:30 o'clock p. m.

The resolution is recorded in full in Resolutions Book 11, at Page 391.

MOTION SETTING MONDAY, APRIL 26, AT 7:30 A. M. FOR AN EXECUTIVE SESSION TO CONSIDER THE FIRST WARD URBAN REDEVELOPMENT LAWSUIT.

Mr. Burkhalter, City Manager, stated before Council decides when to hold their Executive Session, he would request that Council postpone any decision on Pitts Drive until after this meeting; that he thinks the meeting will be helpful to all, and he would not like to see them put it off too long.

Councilman Williams stated he would like to know if this needs to be done in private and if they are going to talk strategy and so forth? Mr. Underhill, City Attorney, replied at the conclusion of the last Executive Session, Council asked that certain information be developed and reported back to them. That is the purpose for this session; that he is prepared to disclose and discuss some information they have put together at Council's request. He stated Council will have to judge whether they feel an Executive Session is necessary or not. His inclination would be that they will be developing a strategy for complying with the court order and the position they will take in that particular lawsuit. Mr. Underhill stated that as their attorney it would be his feeling that they would probably prefer to do it initially in a private session.

Councilman Williams moved that the City Council hold an Executive Session on Monday, April 26, 1976, at 7:30 o'clock a. m., at the place to be designated by staff for the purpose of discussing with the City Attorney a pending lawsuit entitled Kannon v. HUD, pursuant to G. S. 143-318.3(a)(5). The motion was seconded by Councilwoman Chafin, and carried unanimously.

MONDAY, MAY 3, SET FOR PUBLIC HEARING ON WASTEWATER RATE CHANGES.

Councilwoman Chafin moved that a public hearing be set for Monday, May 3, 1976 on wastewater rate changes. The motion was seconded by Councilman Williams, and carried unanimously.

PUBLIC WORKS DIRECTOR TO FINALIZE A PLAN ON FLOOD MANAGEMENT PROGRAM FOR COUNCIL'S CONSIDERATION.

Mr. Hopson, Public Works Director, stated through the cooperation of the Urban Institute of the University of North Carolina at Charlotte, they were

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happy to bring to Council on March 18 an information session on flooding and drainage issues and solutions. He stated in November, 1975, he presented to Council certain factors and certain accomplishments; during the interim up to last March 18 they worked very closely with the Urban Institute to bring to Council what they were able to do that night. The whole thing revolves around a system for flood management. At that meeting Dr. John Bedford, Dr. Gaines Liner and particularly Richard Phelps, impressed all of them with their knowledge in the field of flood management as a system approach here in the Charlotte area. They have continued working with Larry Owens and Jim Cox since that time, and he would like to review the report which they have before them.

He referred to Page 3, entitled Options for Consideration. One approach for government would be for government to purchase certain affected, developed property. Included in that figure are certain amounts of monies that revolve around these 1,100 structures which are in the flood plain. A total value of approximately \$113,000,000 to \$120,000,000 if we went about purchasing all of these properties. He stated recently they have completed a survey of nine specific areas in the City that are some of the key hotspots, and it was determined if we wish to reduce that to manageable proportions the figures at the bottom of the page, up to \$1.0 million would buy 67 structures that are subject to ten year floods; this goes on up to 100 years of certain structures that are damaged up to the first flood level. He stated they have gone to a point where they can almost tell Council what could be bought for amounts of money that would be manageable proportion-wise. He stated the last sentence on the page says that Council may wish to consider this at a referendum in some future bond issue to see if the public is willing to support this sort of approach to the flooding problem.

He stated some of the experts that were with them that night were not too pushing of this phase of the problem because it becomes a question of priority, a question of when you once start ultimately you may have to go over a period of 25 or 30 years up to the \$120.0 million. The referendum might determine the direction which you might wish to go; or Council can make this decision policy itself.

Councilman Gantt asked if he is saying the experts did not recommend the purchase of structures? Mr. Hopson replied none of them, he believes, recommended the purchase of any amount of structures. Some of the more hazardous might be a start in the right direction; but to go and do it all for the \$120.0 million he does not believe the City could support it, with the many other things it needs to find monies for. Councilman Gantt stated he mis-read that as he thought what he had said was that the City purchase all of the structures in the 100 year frame, the 20 year frame, the ten year, and add the total valued column and accumulatively would end up with four million some odd dollars. Mr. Hopson replied no; these are merely the homes that are in those areas subject to flooding and up to the 140. When we go above the 140, up to 1,100 structures are presently in the flood plain, then you get into industries and the more valuable pieces of property. That is where they get up to the \$120.0 million. It gives you a point of evaluation if you want to spend a certain amount of money in that particular field.

On Page 4, Dredging of Major Streams. We have to make their magnitude with a certain amount of money and whether or not they want to do that, or they can spend most any rate of money that Council desires or that the public wishes them to go forward with, or none at all. As Dick Phelps pointed out, if we did the dredging of the City of Charlotte we might have some residual problems in cities below us and we should let the city and county address that part of it.

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Page 4, Clearing and Maintenance. This is what the Mecklenburg Drainage Commission is now doing. Estimated costs to provide this program are \$900,000 a year. This would improve the appearance of the situation and would help out on certain localized drains. It would be of very little significance in a major flood. It would not meet the floods for a ten year period.

Mr. Hopson referred to Page 5 of the report on Accomplishments. The floodway regulations themselves adopted by Council about three or four years ago. They define the regulatory flood as that which could be expected once in a hundred years. By doing that it means there would be no furtherance of this problem and that we are now about 2/3 through our plotting of these streams in the county and should finish up this program next year.

On Page 6, that has resulted in the application of flood insurance for those properties that are in the flood plains themselves. Of the 1,100 buildings they have determined approximately that are in the flood plains there are 357 active policies relative to a total coverage of approximately \$8.0 million. Of importance is that new regulations require that any new mortgages written on existing developed property, subject to flooding, include flood insurance.

Chairman pro tem Locke asked if all the people have been informed about the insurance? Mr. Hopson replied they have; the Planning Commission has met with many of the neighborhood groups; the University has added it as a part of their seminars. Councilman Gantt asked if citizens are informed at the time they purchase homes that they are purchasing in an area subject to flooding? What about the people who might unknowingly acquire property in these areas? Mr. Hopson replied if a mortgage is involved they have to be notified. If there is no mortgage involved, he does not know. It would be left to the ethics of the real estate broker in that particular case.

(Mayor Belk and Councilman Withrow came into the meeting at this time, and Mayor Belk presided for the remainder of the session.)

Mr. Hopson continued, stating Page 7 deals with Sedimentation Control. This has been in effect for a little over two and half years. They have had 133 plans approved or grading permits issued under this program; however, it only became active in the City on May 1, 1976. He stated they think it is going to do a lot of good, and the next step is the impoundment of water run off. That becomes effective in January, 1977 unless the Legislature changes the law of the State.

Page 9, Sugar Creek Basin study. A rather low key study is continuing to study recreational use, pollution and other aspects of this whole Sugar Creek water shed. It is estimated it will take approximately four years to complete this study. He does believe at the termination of this it will be the basis for judging progress, and it will be used sometime in the future to decide whether the cities and other areas in the Sugar Creek basin can get their funding for this other than using local funds.

Page 10, Mecklenburg County Drainage Improvements. The County is cleaning out some of these streams. Their budget this year was \$340,000 and they have worked in the upper reaches of Briar Creek, along Shamrock Drive, and it looks good. Unfortunately it is very difficult to get the property owner's permission to cut a tree that is growing up right in the middle of the creek. But appearance-wise they have done a real good job in certain areas of the city. They have about 65 people employed in this program and about 10 or 12 of those are on loan from Manpower Department of the City to the County.

Mr. Hopson stated they have worked with the calls received on individual projects as much as they can - this is similar to the Christenbury problem which they have been concerned with recently, and also the problems in the

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northern part of the city. They get pretty fair cooperation from the people, but it still costs money because they will not go on private property without being paid, unless it is for the good of the whole program. This is talking about a localized area.

Mr. Hopson continued with the report on Page 11. During the last year and half, approximately a million dollars was spent on storm drainage programs as authorized by Council. This is in the public domain. These are culvert improvements, storm drainage improvements and this has come from some revenue sharing money and from current revenue. Through Public Works they have spent about \$1.0 million in the last year and a half. This is a continuing program and they hope to go forward with it.

Page 12 - Recommendations. Mr. Hopson stated they recommend three or four things Council should go ahead and consider.

(a) They feel the City might be at the point in history where it would be a good idea to take on the maintenance of the future subdivision systems which are built to the proper standards. We would have very little money involved in that to start with and it would grow in cost as the years roll along. That would eliminate some of these problems where urban development takes place above an area and problems are created; where logs are caught in the mouths of some of these culverts. We could do a lot of good as the future rolls along. It would take ten to fifteen years for this program to really produce results. It would not cost a lot and could be incorporated into our present subdivision ordinance except for those systems that meet the standards and those that are enclosed in pipes.

(b) Insist that we approve single site developments - homes, shopping centers and things like that. Then they would be properly built and properly maintained. We have no control over these at the present time. It is purely an advisory capacity. We have some control over issuing a permit on a large scale, but this would get it to where we could work these programs out and the builders would know what we expect.

(c) On the minor complaints received, where a group of neighbors want to get together and do something about their problem that we again help them with 50 percent of the money. This is very similar to our present street program. We need to set up a revolving fund - an assessment program.

Mr. Hopson stated on Page 15 is the summary. The major things that could be done if we had the money or that we want to approach or perhaps go through a referendum to spend that kind of money would be listed as (a), (b), and (c). The purchase of flood prone structures; the dredging of major streams; and the maintenance program for major streams.

The three recommendations would be to accept maintenance of the future subdivision drainage systems that are enclosed and up to standards; the same way with individual buildings and development; and a petition assessment program.

He stated since the University of North Carolina Urban Institute has done such a fine job, and has not charged any money, and has worked with them so closely the last few months, we might wish to request from them a proposal to continue this overall flood plain management in cooperation with the City, and set a priority that all these things that we are accomplishing would be a program that we could have over a period of years to come. We have not set a priority. That they have advised Council today of things that can be done at relatively small costs or relatively high costs. But by involving the, he does not think it would cost a lot of money, certainly not as much as it would if we went outside the area. When we might have a priority that we could be working toward in the next five to ten years.

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Councilwoman Chafin stated she would like to encourage them and would like the City Council to consider the possibility of involving the Institute on a longer range program. Not only would this give us something to base priorities on, but it would perhaps facilitate closer cooperation with the County since she understands they are involved in a similar program with the County.

After discussion, Councilman Davis stated he likes the recommendations, and this system approach to the overall problem, and he moved that we go ahead with (a), (b) and (c) as he would like to start the wheels rolling to get a definite proposal before Council. The motion was seconded by Councilwoman Chafin.

The City Manager stated this is only a part of the program. That Mr. Hopson has lifted this out of the whole report, and it is not the whole picture, as Council is well aware. He stated Council is not being asked to take action on this today. Staff is preparing now, working with other people involved in this to prepare a plan that it hopes to bring back that would involve these things he thinks we can afford, how we can afford them or what we can afford to do. Rather than select some of these right now without seeing the whole picture, he would prefer that Council let them come back with the results of this study.

Councilman Davis stated that is what he intended to ask for.

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

RALPH H. BEATTY APPOINTED TO PARK AND RECREATION COMMISSION FOR FIVE YEAR TERM.

Councilman Withrow moved the appointment of Ralph H. Beatty to the Park and Recreation Commission for a five year term. The motion was seconded by Councilman Williams.

Councilman Williams stated he wanted to emphasize that this man lives on the west side of Charlotte. This is one of the reasons Mr. Withrow nominated him. That he thinks it is a good reason to appoint him. The idea of district representation on boards is a healthy idea.

Councilman Davis stated he is going to vote against Mr. Beatty; he has no objections to his appointment to the Board. But he thinks these commissions and agencies are important. That it is important we get well qualified people and the only way he knows to do that is to insure they know who they are before they are appointed. He thinks it detracts from the dignity of the appointment to vote on them not knowing the person. That he thinks we have under-utilized these boards and commissions in the past.

Councilman Withrow stated he has no objections to postponing this if Mr. Davis would like to go out and talk to Mr. Beatty; that he is not trying to push anyone through.

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

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

NAYS: Councilman Davis.

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POLICY FOR THE USE OF THOMPSON ORPHANAGE CHAPEL AND APPROVAL OF THE RECOMMENDATION THAT THE MINT MUSEUM BE DESIGNATED AS THE AGENT TO ADMINISTER THE PROGRAM AT THE CHAPEL AND GROUNDS, APPROVED.

Councilwoman Locke moved approval of the policy for the use of the Thompson Orphanage Chapel, and that the Mint Museum be designated as the agent to administer the program at the Chapel and on the grounds, as recommended by Staff. The motion was seconded by Councilwoman Chafin.

Mr. Williams, Assistant City Manager, stated the policy for the use of the Chapel is that all activities taking place in the Chapel and on the grounds be consistent with its former use. At one time it represented a center of worship, education and cultural enrichment for its residents.

This would preclude political rallies and hard rock concerts. It could include things such as lectures, some art exhibits, good films and even weddings. An important thing is the religious use of the building. One of the things that had to be considered in the use was that no denominational use of it exclusively. It has to be open as we cannot deny reasonable access to a government facility. The policy and scheduling will be done by the Mint Museum.

The vote was taken on the motion and carried unanimously.

#### COUNCILMAN WHITTINGTON COMES INTO MEETING

Councilman Whittington came into the meeting during the discussion on the following item and was present for the remainder of the session.

ORDINANCE NO. 62-X TRANSFERRING FUNDS WITHIN THE GENERAL CAPITAL IMPROVEMENT FUND IN THE AMOUNT OF \$100,000 FOR THE PURPOSE OF FINANCING A SOUND SYSTEM IN THE COLISEUM.

After an explanation of the request from the Authority by Mr. Suddreth, Chairman of the Auditorium-Coliseum-Civic Center Authority, and Mr. Berry, Vice Chairman of the Authority, and discussion by the Council, motion was made by Councilman Whittington, and seconded by Councilwoman Chafin to adopt the ordinance authorizing the transfer of the \$100,000 for the sound system in the coliseum.

The vote was taken on the motion and carried unanimously.

The ordinance is recorded in full in Ordinance Book 23, at Page 72.

During the discussion it was brought out that every year Council has appropriated \$150 to \$200 thousand for capital improvements to the Authority; that there will be requests for capital improvements next year. That if they are going into a five year \$3.0 million program they would assume the voters will have to approve bonds. That it would be nice to have all these things evaluated on a year to year basis so that Council could see it at the time it considers its other budget. It appears unusual to get this several months before the budget.

Councilwoman Locke stated we have to come up with a bond package for any more capital improvements. That it seems every year since she has been on Council they have been given great sums of monies. There are other priorities and Council needs to evaluate that.

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ESTABLISHMENT OF A JOINTLY FUNDED VISITORS BUREAU BY CITY AND CHAMBER OF COMMERCE APPROVED, AND ORDINANCE APPROPRIATING FUNDS FOR THE REMAINDER OF FISCAL YEAR, ADOPTED.

Mr. William J. Veeder, President of the Charlotte Chamber of Commerce, presented a proposal to establish a jointly-funded Visitors Bureau with the City and Chamber to share monthly expenses of \$4,000 each from April 1, 1976 to June 30, 1976, and \$2,500 per month from July 1, 1976 to June 30, 1977; also when the 1977 General Assembly convenes the City and Chamber are to seek approval of a hotel-motel tax to promote mutual efforts.

Councilman Whittington stated he went down to Raleigh last year to support the hotel-motel tax; that this issue is an issue that should be resolved, and this is the first time the Chamber of Commerce has agreed to pay a part of this appropriation.

Councilman Whittington moved approval of the proposal and the adoption of Ordinance No. 60-X amending Ordinance No. 662-X, the 1975-76 Budget Ordinance, transferring \$12,000 from Contingency to establish an appropriation for a Visitors Bureau. The motion was seconded by Councilman Withrow.

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

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

The ordinance is recorded in full in Ordinance Book 23, at Page 70.

Councilman Davis stated this is a good program, and he would like to see the Chamber of Commerce do it. Right at this time we are coming out of a recession and a lot of people have suffered rather severe economic conditions. This is a gray area for the expenditure of tax dollars; that although tourism is of substantial importance to us, he does not think the aggressive manner in which we might pursue growth in this area that we have any consensus of this with the public. He thinks the people would want more controls and quality growth and to consolidate the increase we have made. He thinks this kind of thing is very prevalent in the society today. For this reason, he would like to see this deferred and perhaps go ahead with the idea of asking the Legislature next year for the hotel-motel tax which he thinks would be a more logical place to fund the entire cost of this Bureau.

ORDINANCE NO. 61-X AMENDING ORDINANCE NO. 662-X, THE 1975-76 BUDGET ORDINANCE, AMENDING THE TABLE OF ORGANIZATION FOR THE CHARLOTTE MANPOWER DEPARTMENT BY ADDING ONE POSITION AT THE LEVEL OF MANPOWER COUNSELOR II.

Motion was made by Councilman Gantt, and seconded by Councilwoman Locke to adopt the subject ordinance.

Councilman Davis asked if it is essential to consider adding to the personnel this close to the budget sessions? Mr. Person, Director of Manpower, replied his answer is yes; they have worked very closely with the Community Development unit as it relates to its manpower problems and one of the things they have tried to do is to not duplicate any manpower services departmental-wise. With this in mind, they worked with them toward how they could cover the nine target areas, specifically within the inner city. They cannot carry this load further with their present staff.

Councilman Davis stated at one time the City Manager told them it was Council policy that items of this nature were accumulated at budget time and in response to previous Council's request these items were subsequently introduced

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as they occurred during the year. He stated since we have a rather tight budget year facing us, he would make a substitute motion to defer this until the budget sessions. The motion was seconded by Councilman Withrow.

The City Manager stated this has no effect on the budget. These are Manpower funds. Councilman Davis asked what happens to this position when the program expires? Does he remain a city employee or does he expire with the grant? Mayor Belk replied he expires with the grant unless Council votes to keep him on in some other program. Councilman Davis asked if he is automatically terminated as an employee when the program gives out? The answer was yes.

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

Later in the meeting, Council was requested to clarify the vote on this motion as there was a substitute motion and a main motion.

The vote was taken on the substitute motion and failed to carry as follows:

YEAS: None.

NAYS: Councilmembers Chafin, Davis, Gantt, Locke, Whittington, Williams and Withrow.

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

The ordinance is recorded in full in Ordinance Book 23, at Page 71.

ADDITIONAL INFORMATION REQUESTED FROM HOUSING AUTHORITY ON COUNCIL'S DECISION ON ROUTE OF DILLARD DRIVE.

Council was advised that the Housing Authority has requested the City Council to reconsider its decision on Dillard Drive, and the impact of the decision on the Milton Road Housing Site.

Mr. Wheeling, Director of the Housing Authority, stated the scattered housing concept was started here some three or four years ago. The Housing Authority Board set down the guidelines along with the HUD guidelines. In selecting sites, they took these guidelines, went out and settled on four sites. In discussing these sites and deciding on them they were brought to the attention of the various departments and organizations of the City and HUD for their further comments.

Mr. Wheeling stated the site on Milton Road is in final design, 95 to 98 percent complete, at this point. That they wanted to appraise Council of some of the implications that are caused by realigning this road at this point in time.

In reducing the size of this site they would lose 12 badly needed units. The plans are 95 percent completed and it would cost roughly a minimum of \$10,000 to go back and re-design them. It would take reapproval from HUD as to the layout because of the re-design - this would require four to six months additional time. Coming down to 32 units would send up the unit price. They are staying under 50 units, and to drop down from 44 to 32 would increase the price. They will lose needed open space for these units - recreation and open space.

Mayor Belk stated Mr. Hall, Chairman of the Authority, has sent a letter to him with copies to City Council.

Councilman Gantt asked if he is saying it will take four to six months to re-design and get the approval of HUD, or is he saying four to six months after the architect has gone back and redrawn it? Mr. Wheeling replied it would be

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four to six months from now where they would be at this stage for final drawings to go out to bid. That the drawings are between 95 and 98 percent completed at this time; they will be finished within the next two weeks; they will submit them to HUD and they are talking about two to three weeks for their approval. He stated they are talking about two months, or four to eight weeks, now before bid opening as it is now designed.

Councilman Gantt asked if there are any other projects tied into this? Mr. Wheeling replied the Florence Avenue project. They will have a bid opening on the Florence Avenue project and on the Milton Road project. This would have to be HUD approved as one project because of the paper work and red tape. They can do two as easily as they can one; these are unusually small projects and contracts in relation to HUD. Councilman Gantt asked if he was informed by staff that Council was likely to consider an alternate route for Dillard Drive, and Mr. Wheeling replied no.

Councilman Gantt asked if they had a session prior to the development of the site plan on the location of Dillard Drive, prior to the architect getting into the detail work? Mr. Wheeling replied as he recalls they did. Councilman Gantt asked if no one on his staff was informed that Council might be considering a safer route? Mr. Wheeling replied they were asked five weeks ago for a site plan on that particular site, and that is all he heard.

Councilwoman Chafin asked if he has inquired of HUD as to whether or not the Florence Avenue application can be separated from the Milton Road application? Mr. Wheeling replied no as he was not aware of any of this until last Tuesday morning when he read it in the paper.

Councilman Williams asked if this would jeopardize the entire project? Mr. Wheeling replied it is very possible; but he would not go so far as to say that it would. Councilman Williams asked if Council can get a more definite answer than maybe it would jeopardize the whole project, and maybe it can be severed from the Florence Avenue project? If Council waits a week or two to inquire of HUD, can definite answers be given? Mr. Wheeling replied he can check it. Councilman Williams stated he would like to have that information before he changes the decision from last week. If it were determined for sure that we would lose this project then he would take a less safe road, rather than lose the entire project. But if it just means losing 12 units, he would opt for the safer road.

Mayor Belk asked the Director of Traffic Engineering how unsafe the road is? Mr. Corbett replied it is unsafe from the standpoint that the three curves, two reverse curves, then the roadway as you go around the Housing Project would have to cross super elevations three times, going from a right hand curve to a left hand curve and back to a right hand curve. On the route recommended, it would eliminate this problem and have a very smooth transition from Dillard Drive into Newell-Hickory Grove Road. Councilman Gantt asked if they can get the same alignment by not taking the one acre of Housing Authority property? Mr. Corbett replied not the same alignment. You can get a better alignment by not coming back as you come south from Newell-Hickory Grove Road into Dillard Drive as it presently exists. Rather than coming into Dillard Drive close to Milton Road you could go further south and provide some transition between reverse curves and it would help the problem. However, you are getting on property belonging to a third party and it would take considerable amount of right-of-way. That particular idea has not been investigated to see just how much would have to be taken.

Councilman Whittington stated the thing that worries him about this is that Ralph Howie, Lex Marsh and Bob Broadway owned this land, and when the City Council reaffirmed its position on the very road that they are telling us to move again, these three private investors had to abandon this site. That is

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when the Housing Authority got into it. That Mr. Short as a representative of this Council called Mr. Wheeling and told him that it would be grossly unfair and impossible as far as he was concerned as a Councilman for us to take it away from private investors and turn around and make it available to the Housing Authority by changing the road. He stated that is the position he takes, and the reason he asked that it be back on the agenda because we have been trying to get it back on this agenda since last October. This has been going on since 1974, and maybe before Mr. Wheeling came here. Councilman Whittington stated he is talking about Barrington Drive, Dillard Drive, the zoning around Shamrock and the Norfolk & Southern Railroad. All of this was a part of that picture. When you get into the housing, he told the Authority that their census was made in 1970. There has been no census since 1970 except to go to the School Board and ask them. There is a lot of haze and a lot of things up in the air that should be resolved. The first thing he thinks this Council should know is if we turned down and ran off private investors when we reaffirmed the position of the road; then the Housing Authority comes along with this same site, and now Council is saying this is where the road should be, and they will have to cut back 12 units. He does not see what the problem is.

Councilman Gantt stated he thinks it is only fair that City Staff and the Housing Authority be coordinated before they get into spending funds with an architect. That he finds it hard to believe that an architect or a whole agency would start off the development of this thing seriously without knowing about the road. If we are going to change the road, then he thinks it is just a matter of courtesy that they be informed of it. He is sorry the Council voted that way without having the Housing Authority fully instructed on what is going on. It turns out they were not informed, and he is just as surprised as they are that they were not.

The City Manager stated he did not know Council was going to change the road; that he did not have any idea they were going to change the location; he did not have any idea why the discussion was on there. Therefore, he could not tell the Authority we were going to change it. But there was not any attempt not to inform the Housing Authority.

He stated he knows this seems like a change of direction here. But there has not been a change of direction and it involves this: The original route plan was to go straight through. That was the obvious one. But when the question came up as to whether or not you could go another way in order to make this lot available, you could go another way, and you could put the double reverse curve in, and it would not be necessarily unsafe for the amount of traffic anticipated on this road. Subsequent to that, Council and the Planning Commission did away with Barrington Drive, and made this the primary route. Now the safety angle has increased in importance because it is going to carry considerably more traffic than it was then. That Mr. Corbett asked if he could tell Council the unvarnished truth about the safety of this road; and that is why he did. Staff was not trying to get Council to change the road; they just wanted Council to have all the facts. Because of that change this has become more important in that respect.

Councilwoman Chafin asked if Council actually affirmed the other route? Mr. Burkhalter replied only by indirection.

Councilman Gantt stated the question is not so much whether Council affirmed and voted on it as to whether or not we understood at the time we voted what the impact would be on any other development.

Councilman Williams moved that Council defer this for two weeks to get this other information. The motion was seconded by Councilwoman Chafin, and carried unanimously.

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Councilman Williams stated they want to know whether or not this will defeat the entire project - the new route, or merely lose twelve units; and second, whether Florence Avenue project can be severed from this project, and commence on schedule.

Councilman Davis stated the City Manager said he did not know this was going to be on the agenda, and had no idea why, and that a decision would be made when the presentation presented Council with two options, which tends to move into decision. He stated he feels the City Manager should have pretty absolute control of the agenda, and only things are on there that he understands the reason for. That Council depends on him to direct the appropriate amount of staff study on this. Mr. Burkhalter replied this was on the agenda because a Councilmember asked that it be on the agenda for the next Council Meeting. That he did not ask what he proposed to do; but he thought it was so that everyone could see what was being done. That he thought everyone knew where it was going. That he thought this was just a matter that publicly he wanted to show people where the road was going. Councilman Davis stated this misunderstanding may explain why the preparation was not all it should have been. That he thinks it is important that the City Manager or his designated assistant thoroughly understands why it is going on the agenda in order to prepare the necessary coordination.

TEMPORARY CLOSING OF EAST KINGSTON AVENUE AT ITS INTERSECTION WITH EUCLID AVENUE, AUTHORIZED.

Councilman Gantt moved the closing of East Kingston Avenue at its intersection with Euclid Avenue. The motion was seconded by Councilwoman Chafin.

Mr. Underhill, City Attorney, asked for a point of clarification. That Council has a resolution to permanently close the street; a public hearing was held back in the fall. At that meeting the street was temporarily closed, and that question was researched and Council was provided with some opinion and some advice and so forth. For purposes of clarification, are they talking about a temporary closing or permanent closing.

Councilman Gantt stated he is moving the permanent closing. Councilman Chafin asked if he is including in his motion the recommendation of the Planning Commission that if Council approves permanent closing that the design be altered to accommodate the turn around area for vehicles? Councilman Gantt replied he is. Councilman Whittington asked if that eliminates the park, and the answer was no; that it might modify it some.

Councilman Williams stated the report states on the cul-de-sac the pavement width is 33 feet curb to curb, but an 84 foot right-of-way would be needed to handle this turn around. Mr. McIntyre, Planning Director, stated that is one way it could be done. But there is another way also, and obviously this is the way it would be done if it is done. Put a cul-de-sac in, make a "T" kind of cul-de-sac at the end of the street. In other words, come down to the end of the street and vehicle turns right, backs in and backs out - that kind of cul-de-sac. The report indicates that could probably fit into the present right-of-way. Details would be worked out by the street designer. Councilman Williams stated he was really getting at whether or not any new right-of-way is to be acquired? Mr. McIntyre replied their assumption is that no right-of-way would have to be acquired. The right-of-way of the street is about 60 feet, and if the "T" type turn around is used that can be put in within that right-of-way.

Councilman Williams stated as he understands the way the law operates on a permanent closing, the land reverts to the abutting property owners. That he is not going to vote for closure that would take the right-of-way which

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the city owns right now, and give it to the abutting property owners without some way for the City to maintain or re-acquire, without any additional expenditures, the title to that real estate, so that the city could continue to own, maintain and control that real estate. He has not thought through what legal concoction could be devised to make this possible. That is a stumbling block in his path.

Councilman Gantt asked if it is a temporary closing would the City retain the right-of-way to the property? Mr. Underhill replied yes. Councilman Gantt asked what ramifications that would have on physical improvements? Mr. Underhill replied it would be diverting the street right-of-way to another purpose. If the purpose is to put a landscaped area in there, then it would be the City's responsibility to construct it and to maintain it. The City would retain title to the property and with that title, the right to control its use. But the city would have the responsibility of maintaining whatever was established there.

Councilman Gantt stated he thinks Mr. Williams has made a very good point. He amended his motion to a temporary closing. The amendment was accepted by Councilwoman Chafin who seconded the original motion.

Councilman Williams stated this includes the right of repavement if this experiment does not work? Councilman Gantt stated that is right.

Councilman Williams stated he will vote for it on that basis. The people in the neighborhood are divided on both sides almost equally. As a matter of fact, the entire neighborhood seems to be divided, and he hates to see that. He wants the people in the neighborhood to know that if the street is closed, contrary to the wishes of a lot of people who have lived there for a long time, they will still need the people who have been there for a long time to offer a good viable mix in the neighborhood, and offer stability, and he will use the word conservatism. They are going to need that because they cannot get along one way without the other. That is his chief reservation about voting for this - the effect it might have on the neighborhood. He thinks what overrides that concern, and what even overrides the recommendation of the Planning Commission, which he does not ignore inadvisedly or lightly, but what he thinks overrides that is this has been a difficult area for sometime. As one lady put it to him - nothing else has worked too well, why not try something new; this might do something to improve the residential character of the neighborhood. Councilman Williams stated he hopes it will. He hopes it will attract the kind of people to the neighborhood who will make a commitment to it, a commitment to live there, and not put up a commercial establishment, but to live there, and to improve the property so that the whole neighborhood benefits.

Councilman Davis stated he is opposed to this particular road closing. But he would like to say to the Planning Commission and to the Traffic Engineering Department, and those here representing the Dilworth Community, that he supports the use of road closing as a device to influence slower traffic, and for neighborhood planning, and improvements and redevelopment, where it does not present any problems to the community. In this case, it does not appreciably affect the flow of traffic, and then it is left up to the desire of the residents of the neighborhood. He notes from the survey the Planning Commission took that less than half of the residents directly affected, approve of this closing. That he is reluctant to impose upon anyone an improvement that they themselves do not consider to be an improvement. For that reason he will vote against this motion. That he appreciates the very fine work the Dilworth Community Association has done, and regrets that they could not get together on this.

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The vote was taken on the motion for a temporary closing of East Kingston Avenue, and carried as follows:

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

COUNCILWOMAN LOCKE LEAVES MEETING.

Motion was made by Councilman Whittington, seconded by Councilman Withrow, and unanimously carried to excuse Councilwoman Locke from the remainder of the session.

ORDINANCE NO. 63-X TRANSFERRING FUNDS WITHIN THE GENERAL REVENUE SHARING TRUST FUND TO PROVIDE FOR DEVELOPMENT OF NORTHWEST PARK.

Councilwoman Chafin moved adoption of subject ordinance transferring funds within the General Revenue Sharing Trust Fund, in the amount of \$60,000, to provide for development of Northwest Park. The motion was seconded by Councilman Williams, and carried unanimously.

The ordinance is recorded in full in Ordinance Book 23, at Page 73.

RESOLUTION AMENDING THE OPEN SPACE GRANT FOR PARK PURPOSES.

Upon motion of Councilman Whittington, seconded by Councilwoman Chafin, and unanimously carried, subject resolution was adopted amending the Open Space Grant to allow the City to amend the original grant to permit \$80,000 of freed up federal funds to be expended for other park purposes.

The resolution is recorded in full in Resolutions Book 11, at Page 392.

CONTRACT AWARDED TO L & N ROYAL TIRE SERVICE FOR TIRE RECAPPING AND REPAIRS.

Motion was made by Councilman Davis, seconded by Councilman Whittington, and unanimously carried, awarding contract to the low complete bidder, L & N Royal Tire Service, in the amount of \$86,338.38, on a unit price basis, for the estimated yearly requirement of tire recapping and repairs.

The following bids were received:

L & N Royal Tire Service	\$ 86,338.38
Miller Tire Service	103,381.85
Bid Received Not Meeting Requirements:	
Brad Ragan, Inc.	83,196.83

CONTRACT AWARDED REA CONSTRUCTION COMPANY FOR SPRING RESURFACING 1976 VARIOUS STREETS.

Councilman Davis moved award of contract to the low bidder, Rea Construction Company, in the amount of \$951,048.42, on a unit price basis, for Spring Resurfacing - 1976 - various streets, which motion was seconded by Councilman Withrow, and carried unanimously.

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The following bids were received:

Rea Construction Company	\$ 951,048.42
Blythe Industries, Inc.	968,917.62
Dickerson, Inc.	972,178.00
Asphalt Construction Company	1,002,987.76

RESOLUTION AUTHORIZING CONDEMNATION PROCEEDINGS FOR THE ACQUISITION OF PROPERTY BELONGING TO GARY H. WATTS AND WIFE, TROY ANN WATTS, AND DAVID KINNEY AND WIFE, EFFIE C. KINNEY, LOCATED AT 913-915 WEST FOURTH STREET, IN THE CITY OF CHARLOTTE, FOR THE TRADE-FOURTH CONNECTOR PROJECT.

Upon motion of Councilman Davis, seconded by Councilwoman Chafin, and unanimously carried, subject resolution was adopted authorizing condemnation proceedings for the acquisition of property belonging to Gary H. Watts and wife, Troy Ann Watts and David Kinney and wife, Effie C. Kinney, located at 913-915 West Fourth Street, in the City of Charlotte, for the Trade-Fourth Connector Project.

The resolution is recorded in full in Resolutions Book 11, at Page 394.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHARLOTTE FOR CONDEMNATION ACTION IN THE GRIER HEIGHTS COMMUNITY DEVELOPMENT TARGET AREA TO CONDEMN TWO PARCELS OF PROPERTY.

Motion was made by Councilman Whittington, seconded by Councilwoman Chafin, and unanimously carried, adopting subject resolution to condemn the following two parcels of property in the Grier Heights Community Development Target Area:

BLOCK & PARCEL	OWNER AND ADDRESS	FINAL OFFER
17-10	Antioch United Church of God 318 Alpha Street	\$ 17,600.00
20-13	Freddie Lee Sanders 601 Billingsley Road	17,000.00

The resolutions are recorded in full in Resolutions Book 11, beginning on Page 395.

CONSENT AGENDA APPROVED.

Motion was made by Councilman Davis, seconded by Councilwoman Chafin and carried unanimously approving the following consent agenda items:

1. Ordinance No. 64-X amending Ordinance No. 662-X, the 1975-76 Budget Ordinance transferring \$5,000 from the contingency to establish an appropriation for an Arts-In-The Park program.

The ordinance is recorded in full in Ordinance Book 23, at Page 74.

2. Settlement in the case of City v. E. C. Goode, Et al, in the amount of \$3,400.00 for the widening of East Fifth Street, approved as recommended by the City Attorney.

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3. Resolution authorizing the refund of certain taxes in the amount of \$2,624.72 which were collected through clerical error and illegal levy against 25 tax accounts.

The resolution is recorded in full in Resolutions Book 11, at Page 396.

4. Request by William B. Reiley & Company, Inc. for tax refund for the years 1969 through 1974 denied as recommended by the City Attorney.
5. Lease with Alice W. Robinson and Jacquelyn Burns Bain Petty for space for the Police Garage at 210 South Davidson Street, at a monthly rent of \$600.00 for a period of one year authorized.
6. Acquisition of six (6) parcels of real property in the Grier Heights Community Development Target Area:
  - (a) Acquisition of Parcel 3 in Block 17, from Nancy A. Wallace, at 422 Alpha Street, at \$11,000.00.
  - (b) Acquisition of Parcel 4 in Block 17, from J. M. Wallace, Jr. at 414 and 418 Alpha Street, at \$11,000.00
  - (c) Acquisition of Parcel 9 in Block 17, from Woodrow Brown, at 322 Alpha Street, at \$7,000.00
  - (d) Acquisition of Parcel 13 in Block 17, from Edison Glenn Foard, at 222-24-26-28 Alpha Street, at \$17,000.00.
  - (e) Acquisition of Parcel 15 in Block 17, from Piedmont Realty Investment Company, at 212-14-16-18 Alpha Street, at \$17,000.00.
  - (f) Acquisition of Parcel 14 in Block 7, from Sam Drenan, at 149 Skyland Avenue at \$9,500.00.

7. Resolution to rescind authorization to institute condemnation proceedings against property belonging to Clara J. Wilson, and husband, Richard E. Wilson, Jr. for the Trade-Fourth Connector project.

The resolution is recorded in full in Resolutions Book 11, at Page 398.

8. Contract with John Crosland Company for the construction of approximately 280 feet of 2-inch water mains to serve Chestnut Lake Subdivision, outside the City, at an estimated cost of \$1,540.00, with the City to prepare the plans and specifications necessary for the construction. A deposit representing 10 percent of the estimated construction cost has been advanced by the applicant and the applicant will finance the entire project with no funds required from the City, and the City will own, maintain and operate said mains.
9. Ordinances ordering the removal of trash, junk and an abandoned motor vehicle from properties in the City.
  - (a) Ordinance No. 65-X ordering the removal of trash and junk at 4651 Munsee Street.
  - (b) Ordinance No. 66-X ordering the removal of trash and junk at 1120 McArthur Avenue.
  - (c) Ordinance No. 67-X ordering the removal of trash and junk at 1123 Log Cabin Road.
  - (d) Ordinance No. 68-X ordering the removal of an abandoned motor vehicle from vacant lot adjacent to 741 McArthur Avenue.

The ordinances are recorded in full in Ordinance Book 23, beginning at Page 75.

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10. Property transactions authorized:

- (a) Acquisition of 15' x 584' of easement at 8900 Eagleground Drive, from Mar, Inc., at \$1.00 for sanitary sewer to serve Eagleground Drive.
- (b) Acquisition of 15' x 1812.62' of easement at 8842 Piney Grove Road, from Mar, Inc., at \$1.00, for sanitary sewer to serve Piney Grove Road.
- (c) Option on 79.15' x 152.74' x 118.40' x 147.61' of property at 1513 Onyx Street, from Thomas Ray Helms and wife, Telitha J., at \$2,100.00 for Northwest Junior High School Area Park Site project.
- (d) Option on 39.97' x 98.51' x 40.00' x 98.52' of property at 115 South Irwin Avenue, with a one story frame residence, from Marie D. Hall (widow), at \$12,675.00, for Trade-Fourth Connector project.

COUNCILMAN GANTT EXCUSED FROM VOTE ON THE FOLLOWING ITEM.

Councilman Gantt asked that he be excused from voting on the next item.

Councilman Davis moved that Councilman Gantt be excused from the vote. The motion was seconded by Councilman Whittington, and carried unanimously.

ACQUISITION OF IMPROVEMENTS AT 415 REMOUNT ROAD FOR REMOUNT ROAD WIDENING PROJECT.

Motion was made by Councilman Whittington, seconded by Councilman Withrow, and unanimously carried approving the acquisition of a one-story brick and metal building (improvement only) at 415 Remount Road, from Tyson's Grocery, Inc., in the amount of \$24,500.00, for Remount Road Widening project.

SPECIAL REVIEW OF COMPUTERIZED TRAFFIC CONTROL SYSTEM.

Mr. Corbett, Director of Traffic Engineering, stated last November the City of Charlotte accepted delivery of a computerized traffic signal system from the contractor. It was some 14 months beyond its contract completion date. At that time we had extreme difficulty with the public as far as the operation of the signals on the streets. City staff took it over and began to work with it and develop programs. When we accepted delivery it was not complete; there are some misconceptions about the system and he would like to point out some of them.

First, this system does not control all the traffic signals in Charlotte. It only controls 174, or less than half of all those which are in Charlotte. The area which is under direct computer control is the area within the central business district, 100% computer controlled - 128 intersections. The areas consisting of South Boulevard; the area around Hawthorne Lane and Presbyterian Hospital; Independence Boulevard at the Merchandise Mart; Central Avenue out to The Plaza; and North Tryon Street out to 36th are supervised by computer but not under 100% computer control. He pointed out areas which are some of those small systems around the City that are in no way related to the computer. We have about 200 other intersections which are scattered all over the City which operate solely on the individual basis and have no relationship to the computer or to any other signalized intersection of this City. He would hope that some of the complaints that Councilmembers might have been getting were more associated with those outlying intersections than with the computerized system.

In the four months since they have had control of it, they have completely reworked four of the five areas. That includes South Boulevard, the area around Presbyterian Hospital, East Independence Boulevard, and Central Avenue;

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and he believes that any citizen you contact or you yourself, if you ride one of those roads, can see there has been a tremendous improvement. You will find that during the peak hours you can ride either out or in Independence Boulevard now through every signalized intersection at about 35 miles an hour without stopping; that is, unless something happens in front of you which causes one lane to be restricted or an accident or something like that where the traffic is not flowing freely.

For each of those four, they have developed a minimum of three programs - one for inbound in the morning, one for outbound in the afternoon and one for all peak conditions. For two of those they have designed five programs. One to take care of extra heavy traffic in addition to those three basic ones, and one to take care of extremely light traffic.

In the central business area they have in existence three programs which were placed in operation last July. He thinks most of them recall that period of time where for ten days the contractor gave them control of the system; they worked night and day and implemented these three programs. By the end of May they expect to have three entirely new programs to place in operation in this area. One of the results of these, which they have not achieved yet but will by that time, is the shortening of the red lights. Those complaints which they get about the system are generally associated with the length of time a person has to wait once he catches a red light. They are in total agreement with him because that is a waste of time. This also occurs late at night and on the weekends. We would have a goal of being able to go down what is termed a 70-second traffic signal cycle - that is the sum of the green, yellow and red.

They are presently operating with a 100-second cycling so that would be a 30-second reduction. The difficulty they had in that lies in what they call the fixed intervals. They have walk signals, left turn intervals - the sum of those must be less than the cycle length. Unfortunately, at several of our intersections in the central business district there are intersections where the sum of these fixed intervals is presently greater than 70 seconds. In fact, in some cases it is up to 90, 95 and 100 seconds, in order to take care of the peak hour loads. They will, by the end of May, be able to achieve this goal of reduction of cycle length and also totally new patterns. There are several other options that are available to us in the system which they are not successful in at this point.

The system has several modes of operation: traffic responsive, time of day, manual and coordinated stand-by and isolated stand-by. The first three are computer controlled, the other two depend on the back-up system. Out of the first three, the only one that they are using presently is time of day. This means that they change from an inbound mode to an outbound mode by time of day; from an outbound to an average by time of day; and, of course, from an average to an inbound. Generally, their times of change are this: in the morning at 7 o'clock the transition to inbound; at 9 o'clock a. m. they leave inbound and go to average; at 4 in the afternoon they leave average and go to outbound; and at 6 they leave outbound and go back to average. They do that five days a week with Saturday and Sunday being on average all day long. They hope, within a year, to be able to go to traffic responsive. What he means by that is the sensors which are placed on the street, which will monitor traffic, feed the data into the computer, the computer will process it and will then select its own pattern to take care of traffic.

He pointed out that they will not eliminate all red lights. The system is designed to work best, looking at the system as a whole, not at individual intersections. He hopes that they can understand that and realize that there still will be the case where people may turn corners, for example, and go out of the progressive system, will hit a red at the next intersection. They will not solve all of the problems.

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The two on the bottom which are not computer controlled - the first is when the computer fails and goes into coordinated stand-by. Then if that fails, they have isolated stand-by where every intersection operates without direction from a leader.

Councilwoman Chapin asked if the intersection at Monroe and McAlway is included in this. Mr. Corbett replied it is not - Monroe and McAlway and Monroe and Eastway Drive are the two that are tied together. They have nothing to do with the computer and the computer has nothing to do with them. There are devices, though, which count traffic and change the length of the green, yellow and red. There was a letter to the editor in the paper several weeks ago where a gentleman was complaining about the fact that the lengths of the green, yellow and red were not constant. It is not intended to be so. It fluctuates every minute, every hour of the day, based upon traffic demands.

Mayor Belk congratulated Mr. Corbett and thanked him for his efforts. He knows it is tiring but it is a great improvement and the traffic is flowing better. Councilman Whittington stated he had gotten a lot of complimentary letters about it.

Mr. Corbett stated he appreciated their kind comments very much. He did not want to accept them for himself. He has a staff of nine people who are working on this and each employee averages a 50-hour week and they ask no extra compensation - that is Saturdays and Sundays. The reason they are doing this is because they are seeing results of their work and he thinks there is nothing in the world that makes employees feel better about their jobs than to see real results.

Councilman Whittington stated he has read two different accounts in the newspaper of what the City, he assumes it's the City, is going to do at McAlway, Eastway and Seventh Street. Is the City spending that money?

Mr. Corbett replied no the City is not. That is the State - he assumes he means McAlway, Monroe Road and Eastway. That is a State Highway project which is being done with the City concurring. What they are doing there is widening Monroe Road so as you are coming inbound on Monroe Road you will have a left turn lane to turn left into McAlway. As you are coming up McAlway from the railroad toward Monroe Road, there is presently only one lane in each direction. From the railroad all the way to Monroe there will be three lanes on McAlway so that when you get to Monroe Road you will have a lane for right turns and a lane for left turns. They hope that this will solve a lot of the problems at that intersection. They do foresee, if necessary, the opportunity to turn two lanes left.

Councilman Whittington asked if McAlway would be closed during construction? Mr. Corbett replied no it would not be closed. McAlway still feeds a very large residential area. It will change character tremendously. You will not have all the turning movement off of Eastway onto Monroe and then on to McAlway and vice versa, because it will all go straight ahead along the belt road, so the problems there will be tremendously reduced.

Councilwoman Chapin thanked Mr. Corbett for bringing this presentation to Council. It was at her request. As she indicated at the time she asked for it, she had received a number of compliments on the system. She also continues to receive some complaints, but she thinks the compliments far outweigh the complaints, and she, too, wanted to congratulate him.

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DISCUSSION OF FREEZING HIRING, CUTTING OUT HALF OF ALL TRAVELS AND STOPPING USE OF ALL CITY VEHICLES EXCEPT FOR PERSONS ON EMERGENCY CALL REFERRED TO COUNCIL'S FINANCE COMMITTEE.

Councilman Withrow stated in listening to people all over this City, he gets more comments, more people's opinions on the tax use than anything else. Because of this he is going to make a motion that we freeze hiring right now because of the economy; and in another motion he would say to cut out half of all travel to conventions and everywhere else; in the same motion, he would say that we stop the use of all automobiles - this is the same thing he has been on ever since he has been on Council, and someday he is going to get it - being driven home, whether we have a motor pool or not, unless the man is on emergency call.

Councilman Withrow stated he would like to see the tax rate cut one penny, instead of holding the line. We can only do it by cutting things such as this. If this is what Council wants the Manager needs to know it before time runs out. If he wants guidance from the Council, he thinks we should be prepared to give him guidance and let him know how we feel.

Councilman Withrow stated he thinks this should be discussed as time is of the essence and time is here.

Councilman Williams stated he endorses in principle what Mr. Withrow is saying. But he realizes there might be good reason why some of these things cannot be accomplished. He thinks we should have an airing of it, and get their reasons why they cannot be accomplished, and explain in detail why they cannot be.

Mr. Burkhalter, City Manager, stated Council can do this anytime it wants to; it can cut any budget by saying it is going to be 10 percent off. But to do it without any thought or consideration to any part of it is a terrible thing to do.

He stated he recognizes that we all have our shortcomings and he has his in this field. But his job is to run this the best way he knows how, and Council tells him when they do not like the results. But to tell him to stop everyone from half their travelling, or to tell everyone to sit home at night without a car is no way to manage it at all. Rather than destroy or cripple every program, to the extent this would do it, why not just tell him some program to cut out if they want to save a certain amount of money, instead of doing all these things partially.

Mr. Burkhalter stated he cannot give Council one reason for freezing employment. They have budgeted funds for these jobs; the money is available to pay them, and we have 500 people we are hiring for the federal government under Manpower to make jobs. We have the money to hire them and the jobs are available, and the jobs are needed in these cases or we would not be placing them. It is contrary to what you want to do for the economy of this City to say it is all right to take 500 jobs from the federal government to make jobs; but we are not going to make any, and we are going to stop hiring our people even though we have the money to do it.

Secondly, these things do not occur that way. Everybody is not hired today. That he suspects right this minute we are close to 75 to 100 people under complement. That we are about 30 people under in one area. He stated if they see people hired that they do not like, and they want to cut down in these areas, that is one thing. But we do not employ people just because the job is there.

During the further discussions, Councilman Whittington stated he has already told the City Manager that as far as he is concerned, the majority of this Council feels this way - that they will not vote for any increase in taxes in the 1976-77 budget.

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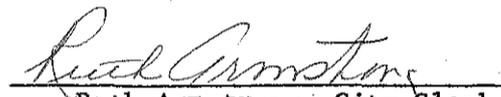
Councilman Davis stated if the City Manager feels they can cut a penny or two off the tax rate, that he would be content to go on that basis. If he does not feel that way, he would like to go ahead with this idea and hear some discussion on these specific areas that Mr. Withrow has mentioned - reducing the size of our fleet, the use of it, and the other areas he mentioned, such as employment.

Councilman Withrow asked if the budget committee of Council would like to meet on this.

Councilman Williams moved that this be referred to the Finance Committee of Council. The motion was seconded by Councilwoman Chafin and carried unanimously.

ADJOURNMENT.

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

  
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Ruth Armstrong, City Clerk