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The City Council of the City of Charlotte, North Carolina, met in regular session on Monday, January 27, 1975, at 3:00 o'clock p.m., in the Council Chamber, City Hall, with Mayor John M. Belk presiding, and Councilmembers Harvey B. Gantt, Kenneth R. Harris, Pat Locke, Milton Short and Neil C. Williams present.

ABSENT: Mayor pro tem James B. Whittington and Councilman Joe D. Withrow.

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INVOCATION.

The invocation was given by Major Clay Satcher of the Salvation Army.

APPROVAL OF MINUTES.

Motion was made by Councilwoman Locke, seconded by Councilman Short, and unanimously carried, approving the minutes of the meetings on January 13 and January 20, 1975, as submitted.

WEEK OF FEBRUARY 2-8 PROCLAIMED AS CLERGY WEEK.

Mayor Belk recognized Major Clay Satcher of the Salvation Army, and Mr. Jim Johnson of the Civitan Club, and presented them with a proclamation declaring the week of February 2 through 8 as International Clergy Week.

CITY OF CHARLOTTE EMPLOYEES PLAQUE PRESENTED.

Mayor Belk and members of City Council recognized the following city employees and presented them with a City of Charlotte Employee Plaque:

1. James M. McCoy, Firefighter, employed November 9, 1943, retired December 24, 1974.
2. William T. Parker, Jr., Fire Lieutenant-Captain, employed April 8, 1949, retired December 3, 1974 (absent).
3. Howard V. Boger, Jr., Fire Inspector I, employed August 16, 1949, and retired December 24, 1974. (absent).
4. Robert J. Queen, Fire Lieutenant-Captain, employed August 16, 1949, retired December 24, 1975. (absent).
5. Davis Lester Wallace, Fire Lieutenant-Captain, employed July 3, 1944, retired December 25, 1974. (absent)
6. Jesse Douglas Green, District Fire Chief, employed November 26, 1934, retired December 25, 1974 (absent).
7. Jack A. Davis, Fire Lieutenant-Captain, employed August 16, 1949, retired December 25, 1974. (absent).
8. Thomas L. Lenon, Laborer I, Public Works-Street Division, employed April 22, 1952, retired January 7, 1975.
9. George H. Ray, Laborer II, Utilities-Customer Service, employed April 1, 1961, retired December 31, 1974.

ANTI-DISCRIMINATION LEGISLATION APPROVED FOR SUBMISSION TO THE LEGISLATIVE DELEGATION.

Councilman Gantt moved that Council include as an item on the agenda today, for recommendation and adoption the anti-discrimination bill as prepared by the City Attorney. The motion was seconded by Councilwoman Locke, and carried unanimously.

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Councilman Gantt moved adoption of the anti-discrimination bill, as prepared by the City Attorney, for inclusion in our legislative package to our local legislators. The motion was seconded by Councilwoman Locke.

Councilman Williams stated this moves us into an area where we have not moved before on a local level. There is federal legislation which already covers the same thing. When you mention an anti-discrimination ordinance as it applies to employment, people conjure up fears that the government is going to further attempt to order their lives. He would like to point out that in this piece of proposed legislation there are several exceptions for individuals and exemptions for individuals. This is directed more at the people who are in the business or profession of employing large numbers of people, or renting or selling many residences. That he intends to vote for the Bill.

Councilman Gantt stated we are not talking about individuals as much as we are talking about people who employ large numbers of people or who are in the business of owning and renting housing units.

Councilman Williams stated if this bill had not been drawn this way, he would have had the same sort of objections as he did to the proposed legislation for the Tree Commission. If it starts to order the lives of individuals then the government is including a little too much. But if it applies to the organizations and institutions that is a different matter.

Councilman Harris stated he agrees with Mr. Williams. The thing he likes about this is that we are not trying to supplant another layer of government. The only thing we will get is 90 days of local attention to a problem that right now has to go to federal officials, and we can resolve it on a local basis. Councilman Harris asked if there is any intention in this for it to be a state bill or will it be a local bill? Mr. Underhill, City Attorney, replied it is written so that it would apply to counties in excess of 350,000 population - there is one which is Mecklenburg - and cities in excess of 250,000 of which there is one and possibly two to adopt these kinds of legislation. Strictly speaking, it is almost a local bill that will apply to Charlotte-Mecklenburg.

Councilman Short stated experience indicates that when matters that are controversial of this sort in racial areas, get into federal hands, there are difficulties for this community as indicated in the Education area. In a couple of other areas, the City government has managed to keep these things within local handling, and they have been much more smoothly handled for the community. For this reason, he thinks it is very much in order that we keep this in local handling. That is what this ordinance provides.

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

#### PRESENTATION OF THE INSURANCE ADVISORY COMMITTEE'S INSURANCE PROGRAM FOR THE CITY OF CHARLOTTE.

Mr. Jim Spivey, Executive Director, Insurance Advisory Committee, stated the Committee is composed of six members, three appointed by the City and three by the County. Present with him were Dewey Keesler, Chairman; Rose Compton, Chairman elect; Charles Litaker, Will Patterson and John Walker. Ike Jones was absent.

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Mr. Spivey then explained the purpose and workings of the Insurance Committee. That back in 1963, Fred McPhail, Ike Jones and Art Sams, after inspecting and researching various methods of handling risks of financial loss to municipalities, developed a plan and presented it to the City Council and County Commissioners. It was adopted in toto and is the plan under which the Committee operates currently, and which is known as the Charlotte-Mecklenburg Insurance Advisory Committee. It has worked well, and they have received inquiries from most of the 50 states and many communities now operate under the same or similar plan. The National Underwriters published the book entitled: "Municipal Risks Management" offered by the Georgia Chapter of the CPCU, which uses the Insurance Advisory Committee in Charlotte's plan and form. That is a model for communities nationwide.

He stated they operate as a merged department of government, wholly, totally devoted to performing the risk management function for the sole interest of local government. Their loyalties and efforts are directed to City and County Government and its subdivision. The plan could not operate as efficiently as it does without the cooperation of the local insurance agencies. Risk management has to do with the discovery of exposures to financial laws and the treatment of that exposure. Frequently it consists of avoidance; that is simply deciding that the activity given rise to the exposure shall cease. An example would be blasting for a water line, and simply go out of the blasting business. Reduction through various safety measures treats the exposure to reduce its potential for frequency and the severity. Assumption. That is recognized exposure; measure its potential and determine that it is within your capability to handle through either a fund or maintenance budget. Transfer. That is seek to find somewhere else to shoulder the burden of loss. You do this through hold harmless agreements or through the purchase of insurance.

Mr. Spivey stated the responsibility of the Insurance Advisory Committee is to discover exposures to potential loss, and to recommend to the City Management the best way to treat that exposure. Insurance is determined to be that way and their office has the responsibility to shop for the best deal in business security insurance which most closely meets our needs. By having this function in one centralized department, they have been able not only to improve coverage but to secure savings which would not otherwise have been available. Hundreds of thousands of dollars have been saved in recent years through the operation of the Insurance Advisory Committee. He stated they have worked very closely with the Safety Department to provide resource materials and sometimes inspiration for the various programs. Through their buying ability over half million dollars have been returned to the City in the last three years from standard insurance premiums of workman's compensation alone.

Mr. Spivey stated they are most proud of the fact that the City of Charlotte is probably protected for its catastrophic exposures, and that financial funds to continue necessary governmental services would be available.

Councilwoman Locke stated she heard a presentation by Mr. Spivey at a COG meeting and was very impressed with the way it is run. She asked him how the agents work?

Mr. Spivey replied with regards to the mechanic of purchasing insurance it turns out to be the manner in which the exposure is to be treated. Their office would survey for the various markets which specialize in that particular exposure to secure the best quote by dealing directly with the companies. In coming back to them, the policy comes through an agent. The agent bills them both gross and net. They submit the bill gross to the various entities involved who in turn pays their office; they remit to the agent net.

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This in effect means that what would ordinarily be insurance commissions would be left with government to run the government office. He stated their operation does not require all of the commission to do this, and Council in its wisdom has arranged to have those excess funds distributed to all insurance agents. It has no bearing whether or not any particular policy happens to go through an agent. This, in effect, allows the government to have its own risk management department at no cost to government itself. In order to initiate this, quite a bit of civic interest must be given on the part of the agents. They are to be commended for this.

Councilman Harris stated this committee is a very well qualified group. The general reputation of the Committee is one of great character.

ORDINANCE NO. 529 AMENDING THE CITY CODE OF THE CITY OF CHARLOTTE BY ESTABLISHING A NEW CHAPTER, CHAPTER 16A, ENTITLED: SOIL EROSION AND SEDIMENTATION CONTROL.

The subject ordinance was presented for Council's consideration.

Councilman Short asked what has happened to the request for a joint appeal's board with the county? Mr. Bobo, Assistant City Manager, replied it has been discussed with the County Chariman and members of the staff. They do not want to use the Planning Commission as the Appeal Board, but they would go with a committee of ten, with five appointed by the City and five by the County.

It was the consensus of Council to have the Planning Commission serve as the Appeal's Board.

Councilman Gantt moved adoption of the subject ordinance to become effective May 1, 1975, after it has been reviewed and approved by the State Sediment Control Commission. The motion was seconded by Councilwoman Locke, and after further discussion carried unanimously.

During the discussion, Mr. Burkhalter, City Manager, advised that the budget for the enforcement of the ordinance will be brought to Council prior to the date the ordinance becomes effective.

Councilman Short stated it is obvious that Clark Readling, City Engineer, has worked very hard on this, and he would like to comment that it is a good piece of work and Council appreciates it. That he did a very good job in writing this ordinance.

The ordinance is recorded in full in Ordinance Book 21, at Page 428.

#### REPORT ON COMPUTERIZED TRAFFIC SIGNALS BY TRAFFIC ENGINEER.

Mr. Bernie Corbett, Director of Traffic Engineering, advised to help Mayor and Council to understand some of the problems they have encountered with the Computerized traffic signals he has given them a summary sheet to take with them.

He stated this system is funded under a joint project under the TOPICS Program, using 22 1/2 percent local funds, 27 1/2 per cent state funds, and 50 percent federal funds. All three agencies have a major part in any decisions that are made. Specifications for the system were two years in preparation. The project got off the ground in July a year ago.

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At that time the contractor was to begin the installation of the various equipment for the system. First was a series of 55 sensors to be used to feed data into the computer. This is data relative to the movement of vehicles over the city streets. Second was the installation of cable to connect the computer with each of the 174 intersections - 127 in the immediate downtown area, and 47 additional intersections on arterial streets. Very early in the project it was determined that 200 miles of cable originally estimated to do the job would not be sufficient. Because the conduits in existence underground at places where you were not able to turn were so located, instead of 200 miles of wire it took 400 miles of wire. This delayed the contractor some 60 days in completing that part of the project. Under the contract it is not a permissible delay but it was a factual delay. Later they got to the point of putting in all the intersection controls - 127 to be put in by the contractor, 47 by employees of the City of Charlotte. With that process, no less than five were struck by automobiles at one time or another and either partially or totally destroyed. This led to some delay.

He stated this brought them up to the point when early last August with the completion of most of this work, the contractor delivered to the site the computer and all its gear. Here the real problem begins.

Mr. Corbett stated in the preceding July when they began to install the conduit and cable, it was necessary to remove from operation the traffic signal system which was then being utilized. The reason for this was that the cable which connected the computer had to go into the same conduit with the existing cable, and it was not of sufficient size to accommodate both cables. At that point they began to have some difficulty with the length of red lights, with the failure of signals to operate properly one in association with each other. The problem was not severe at that time as it later became. When the contractor began the installation of the computer, his first responsibility was to install a "backup system" which is utilized in the event of a failure. This was done, and he had some difficulty with that. Unfortunately it was necessary to set that backup system to take care of the peak hour operations. This would mean the lengths of the greens and reds would have to be such that they could handle traffic under the worse conditions. It is not possible to change that to the times when traffic is lighter. They were not able to arrange the relationship of those signals at that time, so that you could get green signals, as you would proceed down the street at a rate of speed.

The contractor then began the installation of computer software. This is the code that is put in the computer to perform the particular function it is designed to do. The City has been utilizing computers for data processing for some years. Although the accounting computer which the City uses is many times larger than the traffic signal computer it is nowhere near as complicated in the software program which is necessary to be used. The 55 sensors will constantly feed information into this computer. Computer must verify the data coming from each of the sensors is within reason. This data must then be processed, acted upon and certain instructions sent out to each of the 174 intersections. The computer must determine that the instructions reach the intersections; after the instructions get there and it is verified that they have been received, then they must be put into operation. The computer must then verify that the operation is as it should be. During all this time, additional information is coming in from the sensors that the computer is processing towards changing the operation again.

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Mr. Corbett stated there are three basic types of information. One is on speed of vehicles which are operating over each of the sensors or all 55 of them. Second is the number of vehicles which are passing over each sensor, and third is density, which is the number passing over in a given period of time. These three types of data are utilized in formulas which assist in determining what program of signals will be placed into effect to best move traffic under those conditions. All of this is taking place in micro-seconds. Unfortunately the number of combinations of instructions - the computer has a memory of some 64,000 words, with each word having 256 different combinations. You can see the problem which can occur because of an erroneous piece of information, or an erroneous instruction that could cause the entire system to go down. This is what the contractor has been doing. He has been processing all of these various things in an attempt to correlate them in such a manner so that the signals which will come out in the end are the proper arrangement for the data which is coming in.

Councilman Harris asked if the backup system is really for the peak periods? Mr. Corbett replied only in the event of the failure of the computer. It has not been operational during the proceeding time. They have not been using the backup system all the time; they have been going from the backup system to the computer during different times of the day. The computer is brought up on line at various parts of the day in order to be tested under traffic conditions; it must be tested with data coming into the center; it must be tested with instructions going from the computer to all these intersections. There are many other things going on also. If an intersection fails to respond to the computer, the computer takes note of this, and it has several options. Number one it can put the local intersection on the backup system; should that fail to occur, it can disconnect it from the computerized system and the backup system and put it on an individual mode of operation where it sits and runs by itself without any leadership. If that fails, it can put it on flashing. All of these instructions that occur are alarm conditions which are immediately noted by the operator who is on the site. There will be an immediate indication on the CRT, the television screen; certain ones are functions which can be printed out. There are other steps available to the operator. If the computer fails, then the operator is not around, there is a system of three telephone numbers to be dialed, it begins with the first, dials automatically; and if there is no answer it goes to the second, then to the third, and repeats itself to someone in the organization who might be designated to respond to that particular failure.

Mr. Corbett stated this is not given to Council as excuses for failure of the system to operate. But they are given to try to help them understand the problems associated with this signalized system.

The contract provides for liquidation damages in the effect of \$500 a day for each day the contractor fails to complete the project. The completion date was September 25, 1974; however there are some extensions which the contract permits. The extra 200 miles of cable is a legitimate device whereby the contractor would be entitled to an extension. They calculated he would get some 60 days extension because of that. The contractor is now past that by approximately 60 days. They have been deducting from these amounts paid him some \$500 a day for approximately 60 calendar days. Each 30 days a payment is made to the contractor depending upon the amount of work that has been done during the preceding 30 days, and they have deducted from what the city has paid him \$500 a day for the number of days in that month for which he fails to complete the project. The contractor has been paid \$1.15 million, and the total project cost is approximately \$1.4 million. The contract provides that

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each time a payment is made a certain percentage is withheld pending the ultimate completion of the system. The contract does specify that this system must work as a system with all parts of it functioning properly. The Traffic Engineering Department has been very specific about this to see that the contractor did perform each part of it as it should be.

Mr. Corbett stated they have attempted to assist the contractor in that they have assigned to the project one full time programmer made available from the City's MIS Department, one part-time programmer, and two computer operators. In defense of the contractor, he has had anywhere from 10 to 15 people on the project 24-hours a day, seven days a week. He has as many as four programmers on duty at present.

He stated during the peak hours it is sometimes on the backup system, and sometime on the computer system. In either case, the signals are not operating as they should operate. It is not the responsibility of the contractor to set the signals so they provide equipment that works and can be so set. It will be the responsibility of the Traffic Engineering Department to place in the system the proper values for the relationship of one signal with another. We have all that information, and are ready to do that once we accept the system. As of last Thursday, they were told by the contractor that he believes the system is in condition so that we can begin on February 5 our acceptance procedure. This is a very lengthy procedure which is estimated to take some two weeks for completion. The computer has to be run through each intersection through the entire operation to determine if the city is getting what it is suppose to get. If at the end of that point, the system is satisfactory, we will then take over the system, providing it meets State and Federal approval, and we can immediately begin to change the values of the settings at each of the intersections.

Councilman Harris stated we should be aware that nothing can be done in changing the system until it is taken over. In the interim during the peak hours, he thinks we should place police officers at the key intersections to over-ride or just cut off the system if need be. That Fourth and Third Streets in the mornings and in the afternoons are getting intolerable. Traffic is backed through two lights. That he thinks we need some additional manpower at these key intersections so that we can take care of some of the problems. Mr. Corbett replied he would suggest that before doing this we should consult the City Attorney as there may be some contractual arrangements that would have to be pursued with the contractor if we turned it off. Because he would not be able to perform work he is required to perform.

Mr. Corbett stated the contractor made an offer several months ago of turning the system over to us four hours a day, and we would select those four hours. First we would have to eliminate the liquidated damage clause of \$500 a day. In addition pay him \$750 for the time he was not able to utilize his staff in working on the system. He stated they felt this was not justifiable, and they did not recommend it to the management or the City Council. He stated they do think the end is very close. That they are meeting tomorrow with representatives of the contractor. That he understands after they meet with the engineers they are to meet with management, and perhaps give them some information that would possibly enlighten the public further.

Councilman Harris asked if we can expedite the flow of traffic during peak hours in the mornings and in the afternoons for an hour or an hour and a half. Right now it is ridiculous. He asked if there is anyway to get the manpower to do this? Mr. Burkhalter, City Manager, replied before giving a reply to that it will have to be looked at.

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Mr. Corbett stated the contractor is a very large company, and they have been involved in computers for many years. That he is sure they are losing money on this job as they tell him it is costing them some \$3,000 a day to maintain their staff here; they are very interested in getting out as quickly as possible.

Councilwoman Locke stated she commends Mr. Corbett for putting this kind of contract in; that all of our departments should have that kind of contract.

Mr. Corbett stated should the contractor fail to complete the contract, there is a bond, and it can be turned over to the bonding company, and another company would be brought in to complete it. That would not be to the City's advantage as it would take many more months to complete it.

Councilman Harris requested the City Manager to have the Police Department to look into the idea of giving assistance at these intersections during the peak hours.

#### DISCUSSION OF PROPOSED \$92.0 MILLION BONDS.

The following bond orders were discussed by Council:

- (1) Order authorizing \$55,000,000 Airport Bonds:
- (2) Order authorizing \$15,000,000 Transportation Building Bonds.
- (3) Order authorizing \$8,500,000 Sanitary Sewer Bonds.
- (4) Order authorizing \$5,500,000 Street Widening, Extension and Improvement Bonds.
- (5) Order authorizing \$3,500,000 Water Bonds.
- (6) Order authorizing \$2,500,000 Public Transportation System Bonds.
- (7) Order authorizing \$1,500,000 Sidewalk Bonds.
- (8) Order authorizing \$500,000 Recreation Facilities Bonds.

Councilman Short stated he feels that \$92.0 million will sound like an awful lot to the public; that he has talked to a lot of people, and he believes we can perhaps sale a major piece of this - somewhere between \$75.0 and \$80.0 million which is still larger than any bond referendum he remembers. That he thinks there is a certain barrier in the total amount given here. That he thinks Councilmembers vary in their feelings. That he would suggest that we cut out completely in this instance the water and sewer portion of this which is a total of \$12.0 million; also delete \$1.0 million from the sidewalk, and leave it at \$500,000 is about the same, and perhaps more than we had, it would cut \$13.0 million out and it would be down to a level of about \$79.0 million.

Councilman Short stated water and sewer has been in liberal quantity in every bond issue he can remember, always with a sort of off-hand attitude that it is self-sustaining. That it has been in the last five bond issues. In 1972 when the water and sewer systems were consolidated, we inherited not only county bond authorizations, but also the State Water and Sewer potential. The figure frequently used by those attempting to consolidate was \$26.0 million in water and sewer available at the time the water and sewer consolidation occurred. Subsequently in April 1973, we had another bond issue which included \$22,250,000 of water and sewer. Added together that is \$48.0 million in the last three years. He stated he believes we have exhonored our duties to the annexed area in water and sewer, and in assessing community priorities we have come to a point after all these many water and sewer bond issues where other things should have a higher priority in this community. That while this is not anything that goes on the tax rate, the repayment of water and sewer bonds has to come out of the people of the community in another form. Unlike the

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airport which is paid for by everybody that flies, this water and sewer in effect comes out of the people of this community. In addition this is the type of thing above all that does ultimately lead to the need for other bond issues that are not self-sustaining. There is nothing that triggers growth faster than that and leads to the street bond issues, buses, public works yards, more police, and more fire stations. He stated he believes the time has come when we can skip this one time, and get this down to a figure that we have some hopes of selling.

Councilman Gantt stated he has looked at this, and he agrees that \$92.0 million is a lot of money. It is true that approximately \$67.0 million of this is what we call self-sustaining bonds in that they are general obligation bonds, but they are not paid for out of general fund. The other \$25.0 million he understands is G. O. Bonds that will require payment of debt service from the existing allocations. That he has talked to Mr. Fennell and others in the Finance Office about the impact of this bond issue on the tax base. They assure him they have discussed this with other financial experts and there is no way that this particular issue will affect the tax rate.

Councilman Gantt stated in looking at all of these he thinks the airport is a needed investment particularly in view of the fact we are talking about a construction program that will provide immediate employment; the benefits from a larger airport. That he has some reservations about the transportation building bonds of \$15.0 million for a transit center. On the other hand he does not see anything wrong with the authorization of that. That he would prefer having the total transit system planned before building such a structure. It might become a white elephant if you do not. Nevertheless he is suggesting that the authorization for that kind of expenditure may be reasonable. In the water and sewer bond issues the question comes up as to whether or not we should in fact be trying to direct the growth of the community. As he understands it, we are talking about the extension of water and sewer lines in areas that we can anticipate some of this growth. It seems to be in line with the policy being promulgated by the 1995 comprehensive plan. On the other hand he has reservations that we now are faced with the proposal of an increase in the water rates for the first time in ten years. He does not worry about how we allocate or sell these bonds, and whether or not they can indeed remain self-sustaining. It does leave the responsibility up to the Council to allocate when bonds are sold. From that standpoint he is willing to go along with that as he believes we should use that particular technique as much as possible to re-direct growth.

He stated he does not have much to say about the public transportation bonds except to say that the \$5.5 million for street widening he would take it as a direct result of inflation. He stated the Council has the responsibility of making sure these bonds are not sold if they materially affect the existing tax rate. Councilman Gantt stated he is going to support the entire package on the assumption that he thinks the voters should be given the chance to decide whether they want any of these bonds. Based on that, the Council will be governed by that decision, and will maintain the responsibility of deciding when the bonds are sold. He thinks that campaign should be an open campaign, and we should understand all the implications. Airport bonds; potential increase of tax rates; problems of selling bonds five years from now; amount of interest we might have to pay. That he does not want to be put in the position where we cut off one as he thinks they all have merit. That he would just as soon have the whole package put before the voters, and let us present the case to the people, openingly and clearly as possible.

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Councilwoman Locke stated she has worked in all the bond referendums, except the civic center, and it is very difficult to pass any bond elections. You have to get out and work, walk the streets, and go to meetings, and to tell the people why you need the bonds. A \$92.0 million package in this day and time would be very difficult to sell to the people as they would feel their taxes would go up. That she can only support two in this package and that is the Airport and the Public Transportation System. In different times, it would be good to have all of these, but with the recession we have now it would be very difficult to sell. That she can only support the Airport and the \$2.5 million for the public transportation system.

Councilman Gantt stated we are not talking about pumping \$92.0 million into the economy next year.

Councilman Williams stated in connection with the surface transportation bonds, to distinguish them from the airport bonds, which are the \$15.0 million for the building bonds, and \$2.5 million for the public transportation system, he can support the \$2.5 million. This is actually for buying and improving rolling stock and associated equipment, and not any real estate. As everyone knows we have sent a preliminary application to Urban Mass Transit Administration for federal funds. We have a very favorable option to purchase the buses and equipment of this system within a two year period. The federal government is willing to match every one dollar we spend for this purpose with four federal dollars on a 20%-80% matching basis. This could very easily be defended to the voting public as well as being very necessary. Even the people who do not ride the buses at the present time are interested in improving a mass transportation system because in the future who knows what the situation will be for private automobiles. We cannot continue to rely on the private automobile for transportation as we have in the past.

Councilman Williams stated he is a little skeptical about the \$15.0 million for the building bonds. That he does not question the need for a transportation building, but he does question the expenditure of this much money for that purpose. All have heard about the tentative plans to have a multi-story building which would combine the transit terminal, a couple levels of parking, and another level for some services for the nearby civic center. It strikes him that the same job could be done with a lot less money than \$15.0 million on that site. He thinks the site is a good one, and the need is there; but this is a lot of money for that purpose. He stated he can almost predicate if we have \$15.0 million authorized for that purpose, that \$15.0 million will be spent whether or not you feel you need to spend that much to get the job done. That he probably will vote not to include that in the present economic climate.

Councilman Williams stated he is for the \$2.5 million to buy the rolling stock which would be our local share; that he is opposed to the \$15.0 million being included at this time. He asked where the lines would be located for the water and sewer? Mr. Burkhalter, City Manager, stated if the water and sewer is not delayed too long, it could be delayed. That they are top priority but perhaps they are not top priority today. He has been told there has never been a water or sewer bond defeated in this city. Therefore, he does not think it is a major problem in this case. The water and sewer bonds here are for increasing the supply to some areas for improving the water plans - the water treatment facilities.

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Councilman Harris asked if there is a capital plan for the next five years on the need of money and where the lines will be run? He stated he would like to have a copy of this. That he would like to see a five year plan of how the Director of the Utilities Department sees it and as he would recommend. The timing, the needs of money, and where the lines are going. That he would like to have Mr. Dukes' ideas on that.

Mr. Dukes replied he will be happy to do this. They are in the process of making their five year capital year program. He stated they are now involved in a countywide system. That he does not have any trouble as long as he has water and sewer service; but when he does not have it, this is when he is under the gun. The area known as North Mecklenburg - Cornelius, Davidson, Huntersville - is now under our wing. In the 201 studies for North Mecklenburg and Metro we have been lead to believe that by the 1972 Clean Water Control Act that we will be funded up to 75% for activities in these areas, to meet these new standards they are imposing on us for treatment. That Mr. Short is right, we are in good shape, but we do have these areas such as Cornelius that we have a responsibility to. They have been condemned by the State Steam Control for more than six years; they will not allow them to make any changes in that area until something has been done. Councilman Short stated it is not as if they have nothing; all kinds of older systems are all through that area. Mr. Dukes replied that is correct, and all they propose to do is to take one sewer and take the old systems in that one sewer.

Councilman Harris stated he would like to see the plans and the need for the services. Councilman Gantt stated he is concerned about how they plan to allocate the \$12.0 million we are talking about. That he thinks we need to be careful that we are not talking about year to year increases in water rates.

Councilman Harris stated if Council in June earmarked some of the hoped-for general revenue sharing funds for water and sewer expansions, could we still keep the pay-as-you-go status as far as the qualification of the bond indebtedness is concerned? Mr. Fennell, Finance Director, replied Council has the right to use the revenue sharing funds for this purpose. That these payments could be classified as the capacity related in the system to fire protection equipment.

Councilman Short stated he believes what Council is doing today is a part of a rather lengthy procedure, and two members of Council are absent. There is nothing we do that is more important than setting and arranging these bond referendums; that he thinks it would be good if Council proceeded with what is presented for today; but from what everyone has said it is rather plain there is some question about whether we will go for the \$92.0 million. He moved that Council proceed as indicated on Item 6, a-e. That he wants to make it plain in making this motion that this is procedural until the other members of Council are back, and Council will have an opportunity then to reduce and to act upon the various comments made today.

Mr. Underhill advised a hearing will be scheduled for February 10 at which time Council will be passing on the same bond orders for the second and final reading. That would seem to be a very logical time, after the public hearing, to do whatever Councilmembers would like except increase them; and they could not change the purposes substantially, but they could do everything they have talked about doing today.

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Mayor Belk stated it would be smart on Council's part today if they did approve this as submitted. If any of the projects are disapproved today they will not be able to put them back in because of the time lag. They can withdraw any of the orders at a later date. After the public hearing they would probably have a better feeling for the issues.

Councilman Harris asked if there is any way in which people who want the air rights can be the ones to come in and bid for the land, putting up their money on the front with the City reserving its area for what we want it to be on the Transportation Building? The land up there costs \$1.2 million; that he does not know the price on the air rights. But if they are \$2.0 million, is there any way for us to be able to have the urban renewal area sale on an open bid basis to the people who want the air rights to the land, with the City reserving the rights for the transit center and three decks of parking. Is there anyway for us to do it that way, instead of the City coming in and putting it together and then go to these people after we have finished?

Councilman Harris stated if they make that kind of commitment then we know they are serious.

Mr. Bobo, Assistant City Manager, stated there is a time limit on how long we can hold the urban renewal project open before it has to be closed out. That he does not know the date. Mr. Burkhalter stated there is something else that is much more important and that is the involvement of a private person. We have just about all the problems there we can deal with. In order for this to be successful we must acquire the piece of land that lies between what we own and the railroad right of way, which now belongs to the North Carolina Railroad, and is leased to Southern Railway. The North Carolina Railroad in all its history has never sold a piece of property. That we are going to get the lease rights from Southern for \$400,000, and then we are going to buy it from North Carolina Railroad.

Mr. Burkhalter stated the third thing is for this to be successful we must have over head air rights from Southern Railway. We do not have the air rights and he does not know whether a private concern could get this or not.

Councilman Harris stated between now and February 10, or whenever the package is voted on, he would like to have that thoroughly explored reversing that possibility. That he would like to see how serious these people are.

#### BOND ORDERS FOR VARIOUS PROJECTS, APPROVED ON FIRST READING.

Councilman Short introduced the following eight orders authorizing bonds:

- (1) Order authorizing \$55,000,000 Airport Bonds.
- (2) Order authorizing \$15,000,000 Transportation Building Bonds.
- (3) Order authorizing \$8,500,000 Sanitary Sewer Bonds.
- (4) Order authorizing \$5,500,000 Street Widening, Extension and Improvement Bonds.
- (5) Order authorizing \$3,500,000 Water Bonds.
- (6) Order authorizing \$2,500,000 Public Transportation System Bonds.
- (7) Order authorizing \$1,500,000 Sidewalk Bonds.
- (8) Order authorizing \$500,000 Recreation Facilities Bonds.

Motion was made by Councilman Short, seconded by Councilwoman Locke and unanimously carried, designating the Finance Director, J. B. Fennell, as the officer to make and file with the City Clerk the sworn statement of debt of the City.

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Thereupon, the Finance Director, J. B. Fennell, filed with the City Clerk, in the presence of the City Council, the sworn statement of debt as required.

Councilman Short moved that the order entitled: "ORDER AUTHORIZING \$55,000,000 AIRPORT BONDS" be approved on the first reading. The motion was seconded by Councilman Williams, and carried unanimously.

Councilman Short moved that the order entitled: "ORDER AUTHORIZING \$15,000,000 TRANSPORTATION BUILDING BONDS" be approved. The motion was seconded by Councilman Gantt, and was defeated by the following vote:

YEAS: Councilmen Short and Gantt.

NAYS: Councilmembers Harris, Locke and Williams.

Thereupon Councilman Short moved that the order entitled: "ORDER AUTHORIZING \$8,500,000 SANITARY SEWER BONDS" be approved on the first reading. The motion was seconded by Councilwoman Locke, and carried unanimously.

Councilman Short moved that the order entitled: "ORDER AUTHORIZING \$5,500,000 STREET WIDENING, EXTENSION AND IMPROVEMENT BONDS" be approved on the first reading. The motion was seconded by Councilwoman Locke, and carried unanimously.

Councilman Short moved that the order entitled: "ORDER AUTHORIZING \$3,500,000 WATER BONDS" be approved on the first reading. The motion was seconded by Councilman Williams, and carried unanimously.

Councilwoman Locke moved that the order entitled: "ORDER AUTHORIZING \$2,500,000 PUBLIC TRANSPORTATION SYSTEM BONDS" be approved on the first reading. The motion was seconded by Councilman Short, and carried unanimously.

Councilwoman Locke moved that the order entitled: "ORDER AUTHORIZING \$1,500,000 SIDEWALK BONDS" be approved on the first reading. The motion was seconded by Councilman Williams, and carried unanimously.

Councilwoman Locke moved that the order entitled: "ORDER AUTHORIZING \$500,000 RECREATION FACILITIES BONDS" be approved on the first reading. The motion was seconded by Councilman Short, and carried unanimously.

Motion was made by Councilman Harris, seconded by Councilman Williams and unanimously carried, fixing 3:00 o'clock p.m., February 10, 1975, as the hour and day for the public hearing on the orders, and directed the City Clerk to publish each of the said orders, together with the appended note as required by the Local Government Bond Act, as amended, in the Charlotte Observer not later than the sixth day before said date.

The orders are recorded in full in Ordinance Book 21, beginning at Page 441, and ending at Page 448.

**ORDINANCE AND CONTRACT FOR THE OPERATION OF THE GOVERNMENTAL PLAZA PARKING GARAGE DEFERRED.**

Councilwoman Locke moved that the ordinance amending revenues and expenditures in the 1974-75 budget in the amount of \$16,000, for the operation of the Governmental Center Parking Garage for the remainder of the fiscal year be adopted, and the contract with Allright Piedmont Parking, Inc. be approved to operate the garage. The motion was seconded by Councilman Short.

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Following was a discussion on the projected income and the operation of the garage. After the discussion Staff was requested to come back to Council with a report on the number of city employees who would be using the surface parking and at what cost to the City.

Councilwoman Locke recalled her original motion and moved that the matter be deferred for one week. The motion was seconded by Councilman Gantt, and carried unanimously.

During the discussion, Councilman Harris stated he thinks the back lot should be left for city employees, at a subsidized rate, and have a gate, and use the building for the public, no city employees, at an hourly rate.

Councilman Short stated it has been suggested that the rate charge be left with the City Manager, and he would add to that the City Manager provide a reasonably reduced rate for city employees.

**RESOLUTION PROVIDING FOR PUBLIC HEARINGS ON ZONING CHANGES ON FEBRUARY 24, 1975.**

Upon motion of Councilman Harris, seconded by Councilman Short, and unanimously carried a resolution was adopted providing for public hearings on zoning changes on Monday, February 24, 1975, in the Council Chamber, City Hall, at 3:00 o'clock p.m., on Petitions Nos. 75-1 through 75-3.

The resolution is recorded in full in Resolutions Book 10, at Page 294.

**SPECIAL USE PERMIT FOR OPERATION OF A SOCIAL CLUB TO LEMON TREE APARTMENTS, APPROVED.**

Motion was made by Councilwoman Locke and seconded by Councilman Williams to approve a Special Use Permit for operation of a Social Club to Lemon Tree Apartments, located on Monroe Road, and owned by The Howard Nance Company, as recommended by the Planning Commission.

Councilman Short stated the plan submitted states they will have a rock and roll group on the premises and he believes they can do that without the permit, and he would move that the part about the rock and roll group be deleted from the application.

The City Attorney advised that under the Ordinance the applicant is required to give a detailed outline of the services that will be provided in the building, and this they have done.

Councilman Short stated he thinks the reference to the rock and roll group should be deleted.

The motion was taken, and carried as follows:

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

**CONTRACT FOR ENGINEERING SERVICES WITH J. N. PEASE ASSOCIATES, APPROVED.**

Councilwoman Locke moved approval of the renewal of a contract for Engineering Services with J. N. Pease Associates, Architects and Engineers, for performing engineering services for the Charlotte Water Department, for an additional two years, beginning October 19, 1974 and through October 19, 1976. The motion was seconded by Councilman Short, and carried unanimously.

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**ORDINANCE NO 531-X TRANSFERRING FUNDS FROM GENERAL CAPITAL IMPROVEMENT BOND FUNDS DISTRIBUTING THE PROCEEDS FROM THE SALE OF AUTHORIZED BONDS.**

Upon motion of Councilman Short, seconded by Councilwoman Locke, and unanimously carried, the subject ordinance was adopted transferring funds, in the amount of \$9.685 million for various street projects in accordance with the priority list previously approved by City Council.

The ordinance is recorded in full in Ordinance Book 21, at Page 449.

**SUPPLEMENTAL ENGINEERING AGREEMENT WITH RALPH WHITEHEAD & ASSOCIATES, APPROVED.**

Motion was made by Councilman Harris, seconded by Councilman Short, and unanimously carried, approving the subject Supplemental Engineering Agreement with Ralph Whitehead & Associates for Kings Drive Relocation between East Fourth Street and East Seventh Street, increasing the original contract price by \$6,000.00.

**ENCROACHMENT AGREEMENTS, APPROVED.**

Councilwoman Locke moved approval of the following encroachment agreements, which motion was seconded by Councilman Gantt, and carried unanimously.

- (a) Resolution authorizing the Mayor and City Clerk to execute an encroachment agreement with Southern Railway for the construction of a ten-inch water pipeline crossing Southern Railway tracks at Arrowood Boulevard.
- (b) Encroachment Agreement with North Carolina Department of Transportation permitting the City to construct an 8-inch VCP Sanitary Sewer Line and one manhole within the right of way of Albemarle to serve Day Realty, Inc. at Farm Pond Lane.
- (c) Encroachment Agreement with North Carolina Department of Transportation permitting the City to construct an 8-inch Sanitary Sewer Line and seven (7) manholes within the right of way of Park Road to serve Park Road and Pine Valley Road.
- (d) Encroachment Agreement with North Carolina Department of Transportation permitting the City to construct an 8-inch Sanitary Sewer Line in three segments within the right of way of Eastway Drive to serve Eastway Drive and Audrey Street.
- (e) Encroachment Agreement with North Carolina Department of Transportation permitting the City to construct an 8-inch C.I. Water Main across the right of way of Lawton Road.

The resolution is recorded in full in Resolutions Book 10 at Page 295.

**EASEMENTS FOR ANNEXATION AREAS, APPROVED.**

Upon motion of Councilman Harris, seconded by Councilman Gantt, and unanimously carried, the following twenty-five (25) parcels of easements for annexation areas were approved:

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- (a) Annexation Area II (7) Collector Main Additions  
12 parcels
- (b) Annexation Area I (11) Sanitary Sewer Trunks  
1 parcel
- (c) Campbell Creek Sanitary Sewer Outfall  
1 parcel
- (d) Annexation Area I (4) Sanitary Sewer Additions  
4 parcels
- (e) Annexation Area I (1) Collector Main Addition  
1 parcel
- (f) Annexation Area III (6) Sanitary Sewer Trunks  
1 parcel
- (g) Annexation Area I (2) Sanitary Sewer Trunks and Collector Mains.  
4 parcels
- (h) Annexation Area I (12&1) Sanitary Sewer Trunks  
1 parcel

CITY OWNED PROPERTY AT 617 JORDAN PLACE AUTHORIZED ADVERTISED FOR SALE.

Motion was made by Councilman Gantt, seconded by Councilwoman Locke, and unanimously carried, approving the advertising and offering for sale city-owned property at 617 Jordan Place.

RESOLUTIONS AUTHORIZING CONDEMNATION PROCEEDINGS.

Motion was made by Councilwoman Locke, seconded by Councilman Harris, and unanimously carried, adopting a resolution authorizing condemnation proceedings for the acquisition of property belonging to Marvin J. Phillips and wife, Nancy R. Phillips, located at Durham Lane (Rte. 11, Box 204-X), in the City of Charlotte, for the Annexation Area II (7) Sanitary Sewer Additions Project.

The resolution is recorded in full in Resolutions Book 10, at Page 296.

Motion was made by Councilman Short, seconded by Councilman Harris, and unanimously carried, adopting a resolution authorizing condemnation proceedings for the acquisition of property belonging to William D. Walters, Sr. and wife, Rosemond Walters, located at 7100 Providence Lane, West, in the City of Charlotte, for the Annexation Area I (2) Sanitary Sewer Trunks and Collector Mains Project.

The resolution is recorded in full in Resolutions Book 10, at Page 297.

Upon motion of Councilwoman Locke, seconded by Councilman Short, and unanimously carried, a resolution was adopted authorizing condemnation proceedings for the acquisition of property belonging to Lawrence D. Skidmore, Jr. and wife, Carolyn W. Skidmore, located at the 5700 block of Hewitt Drive (off West Sugar Creek Road), in the City of Charlotte, for the Annexation Area II (7) Sanitary Sewer Additions Project.

The resolution is recorded in full in Resolutions Book 10, at Page 298.

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Motion was made by Councilman Williams, seconded by Councilman Harris, and unanimously carried, adopting a resolution authorizing condemnation proceedings for the acquisition of property belonging to William Landis Bryant and wife, Nellie Watts Bryant; Dotson G. Palmer, et al, Trustees for Mutual Savings and Loan Association, located at 7035 Dorn Circle (off Independence Boulevard), in the City of Charlotte, for the Annexation Area I (4) Sanitary Sewer Additions Project.

The resolution is recorded in full in Resolutions Book 10, at Page 299.

Motion was made by Councilman Gantt, seconded by Councilman Williams, and unanimously carried, adopting a resolution authorizing condemnation proceedings for the acquisition of property belonging to Lawrence D. Skidmore, Sr., located at the 5700 Block of Hewitt Drive (off West Sugar Creek Road), in the City of Charlotte, for the Annexation Area II (7) Sanitary Sewer Additions Project.

The resolution is recorded in full in Resolutions Book 10, at Page 300.

Upon motion of Councilman Short, seconded by Councilwoman Locke, and unanimously carried, a resolution was adopted authorizing condemnation proceedings for the acquisition of property belonging to L. A. Furr and wife, Ardenia B. Furr, located at 331 North Kings Drive, in the City of Charlotte, for the Kings Drive Relocation Project.

The resolution is recorded in full in Resolutions Book 10, at Page 301.

Upon motion of Councilman Harris, seconded by Councilman Williams, and unanimously carried, a resolution was adopted authorizing condemnation proceedings for the acquisition of property belonging to Frank H. Conner Company, a North Carolina Corporation, located at 1134-1/2 Elizabeth Avenue, in the City of Charlotte, for the Kings Drive Relocation Project.

The resolution is recorded in full in Resolutions Book 10, at Page 302.

**RESOLUTION TO RESCIND AUTHORIZATION TO INSTITUTE CONDEMNATION PROCEEDINGS AGAINST PROPERTY BELONGING TO STERLING COMPANY, A PARTNERSHIP; REGINALD S. HAMEL, TRUSTEE; AND ROCHESTER SAVINGS BANK, FOR THE SHARON AMITY ROAD WIDENING PROJECT.**

Upon motion of Councilman Harris, seconded by Councilman Short, and unanimously carried, the subject resolution was adopted to rescind authorization to institute condemnation proceedings against property belonging to Sterling Company, a Partnership; Reginald S. Hamel, Trustee; and Rochester Savings Bank, for the Sharon Amity Road Widening Project.

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

**PROPERTY TRANSACTIONS AUTHORIZED.**

Motion was made by Councilwoman Locke, seconded by Councilman Williams, and unanimously carried, approving the following property transactions:

- (a) Acquisition of 8.76' x 129.20' x 305.71' x 0.61' x 289.85' of property, plus construction easement, at 3401 North Sharon Amity Road, from Sterling Company, at \$2,150.00, for Sharon Amity Road Widening Project.

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- (b) Acquisition of 28.94' x 103.79' + 5.19' + 99.75' x 75.65' x 261.54' of property, plus construction easement, at 225 North Kings Drive, from Park & Recreation Commission, at \$1.00, for Kings Drive Relocation.
- (c) Acquisition of 14.07' x 124.73' x 109.76' x 163.25' + 101.02' + 297.84' + 8.88' + 319.20' + 139.48' + 15.42' + 340.17' of property, plus construction easement, at 330 North Kings Drive, from Park and Recreation Commission at \$1.00, for Kings Drive Relocation.
- (d) Acquisition of 1,079.28 square feet of property, plus construction easement and permanent drainage easement, at 1124 Elizabeth Avenue, from Duke Power Company, at \$2,117.00, for Kings Drive Relocation Project.
- (e) Acquisition of 10,605.74 square feet of property, plus construction easement, at 1101, 1105, 1119 Elizabeth Avenue from Duke Power Company, at \$8,000.00 for Kings Drive Relocation Project.
- (f) Acquisition of 5.97' x 216.46' x 6.34' x 216.46' of property at 1212, 1216, 1220, 1224 East Seventh Street, and 1231 Armory Drive, from Park & Recreation Commission, at \$1.00, for Kings Drive Relocation Project.
- (g) Acquisition of 11.50' x 114.00' x 119.39' of easement at 225 North Kings Drive, from Park and Recreation Commission, at \$1.00, for Kings Drive Relocation Project.
- (h) Acquisition of 15' x 2,278.39' of easement at 1900 Arrowood Boulevard, from Arrowood Southern Company, at \$1.00, for Sanitary Sewer to serve Arrowood Southern property between Arrowood Boulevard and Continental Boulevard.
- (i) Acquisition of 15' x 2,179.57' of easement at 1900 Arrowood Boulevard, from Arrowood Southern Company, at \$1.00, for sanitary sewer to serve Arrowood Southern property between Arrowood Boulevard and Continental Boulevard.

#### STREETS TAKEN OVER FOR CONTINUOUS MAINTENANCE.

Councilman Gantt moved the following streets be taken over for continuous maintenance, which motion was seconded by Councilwoman Locke, and unanimously carried:

- (a) Lanecrest Drive, from Barrington Drive to 750' East.
- (b) Pineborough Road, from Monroe Road to 150' West of McLaughlin Drive.
- (c) Old Post Road, from McLaughlin Drive to 376' North.
- (d) McLaughlin Drive, from 127.24' West of Old Post Road to 527' East.
- (e) Delane Avenue, from Sharon Amity Road to 155' West.
- (f) Sharon Acres Road, from 200' North of Rosemary Lane to 203' South of Rosemary Lane.
- (g) Rocky Falls Road, from 155' East of Picadilly Drive, to 110' East of Betsy Drive.
- (h) Picadilly Drive, from 140' North of Betsy Drive to 260' South of Betsy Drive.
- (i) Boaz Court, from Betsy Drive to 210' West of Betsy Drive.
- (j) Betsy Drive, from Rocky Falls Road to Picadilly Drive.

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NO ACTION TAKEN ON LEGISLATION FOR HISTORIC EASEMENTS.

Councilman Short stated the Chairman of the Historic Properties Commission advised him on Friday there was a technical matter involved in this legislation which meant they did not wish Council to pursue this matter today. That he will bring it back to Council if they get their technical matters worked out.

RESOLUTION OF INTENT TO CONSIDER AN ORDINANCE AMENDING THE CITY CHARTER WHICH WOULD INCREASE THE TERMS OF MAYOR AND COUNCIL FROM TWO TO FOUR YEARS, AND CALLING A PUBLIC HEARING ON MONDAY, FEBRUARY 24 ON THE PROPOSED AMENDMENT.

After explanation by the City Attorney, Councilman Harris moved the adoption of a resolution of intent to consider an ordinance amending Section 3.01 and Section 3.61 of the City Charter which would increase the terms of Mayor and Council from two years to four years, or in the alternative increase terms of Mayor and Council from two years to four years with staggered terms as provided in G. S. 160A-101(4), and to call for a public hearing on Monday, February 24 on the proposed amendment. The motion was seconded by Councilwoman Locke.

Councilman Williams stated this office is about as close to the people as any office could be, and he has about decided since it is this way he will vote against the four year terms. He feels the people should have a short leash on the council members. Councilman Short stated that is the reason he thinks it should be staggered.

Councilwoman Locke requested the City Manager to call the National League of Cities and find out how many cities over 300,000 population have four year terms.

Councilman Harris stated four year terms were discussed about a year ago, and it was held up because of the discussions on consolidation with the county. You get a group of councilmembers elected by the people with the full understanding that you are elected for four years. Then the councilmembers have time to work into the projects such as the bond referendums today. That he thinks you should have a feeling of having some years to implement what you propose when you are elected versus the idea of having to come back every two years. He stated he hopes eventually we will move into consolidation and this will take care of itself, and perhaps we can have four year terms on a consolidated basis.

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

NOMINATIONS TO VARIOUS BOARDS AND COMMISSION.

Councilman Short placed in nomination the names of Charles F. Ritch, Jr. and Heath B. Howie, each to succeed themselves for three year terms on the Housing Appeals Board.

Councilman Short placed in nomination the name of Ms. Martha Shaw to succeed herself for a two year term on the Firemen's Relief Board of Trustees.

Councilman Short placed in nomination the name of John G. Newitt, Jr. to succeed himself for a three year term on the Zoning Board of Adjustment.

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Councilman Harris placed in nomination the name of Robert Satterfield to fill an expiring term on the Insurance Advisory Committee.

ADJOURNMENT.

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

*Ruth Armstrong*  
\_\_\_\_\_  
Ruth Armstrong, City Clerk