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A regular meeting of the City Council of the City of Charlotte, North Carolina, was held in the Council Chamber, City Hall, on Monday, July 11, 1966, at 3 o'clock p.m., with Mayor Stan R. Brookshire presiding, and Councilmen Claude L. Albea, Fred D. Alexander, Sandy R. Jordan, Milton Short, John H. Thrower, Jerry Tuttle and James B. Whittington present.

ABSENT: None.

INVOCATION.

The invocation was given by Councilman Fred D. Alexander.

MINUTES OF JUNE 20 AND JUNE 27, APPROVED.

Upon motion of Councilman Albea, seconded by Councilman Thrower, and unanimously carried, the minutes of the Council Meeting on June 20, 1966, were approved as corrected on Page 238, the last line of the page, delete Councilman Thrower on the "Nay" vote, and the minutes of the Council Meeting on June 27, 1966, were approved as submitted.

RESOLUTIONS AWARDING THE CITY OF CHARLOTTE CITIZENSHIP AWARD TO MRNA TRACY AND JACK SHROPSHIRE.

On June 23, 1966, 15-year-old Beatrice Dickson was saved from drowning at one of the local motels.

Upon motion of Councilman Tuttle, seconded by Councilman Short, and unanimously carried, resolutions entitled: Resolution Awarding the City of Charlotte Citizenship Award to Mrna Tracy and Resolution Awarding the City of Charlotte Citizenship Award to Jack Shropshire, were adopted.

The resolutions are recorded in full in Resolutions Book 5, beginning at Page 285.

Mayor Brookshire invited Miss Tracy and Mr. Shropshire to come forward and on behalf of the City Council presented each of them with the Citizenship Award Plaques, and stated he hopes it will be a constant reminder to them of the very fine deed which they rendered.

REDEVELOPMENT AND HOUSING RECOMMENDATIONS OF THE INTER-GOVERNMENTAL TASK FORCE RELATING TO URBAN RENEWAL PROJECTS IN FIRST WARD, DILWORTH AREA, GREENVILLE AREA AND DOWNTOWN AREA, APPROVING APPLICATION FOR PRELIMINARY LOAN FOR LOW-RENT PUBLIC HOUSING, APPROVED.

The following five resolutions relating to the Redevelopment and Housing recommendations presented to Council by the Inter-Governmental Task Force were considered by Council:

- (1) Resolution Relating to the First Ward Area Approving Surveys and Plans for an Urban Renewal Project and Filing of an Application.
- (2) Resolution Relating to the Dilworth Area Approving Surveys and Plans for an Urban Renewal Project and Filing of an Application.

- (3) Resolution Relating to the Greenville Area Approving Surveys and Plans for an Urban Renewal Project and Filing of an Application.
- (4) Resolution with Respect to Downtown Redevelopment Area.
- (5) Resolution Approving Application for Preliminary Loan for Low-Rent Public Housing.

Mayor Brookshire stated he seldom tries to second guess City Council before a motion has been made, seconded, discussed and voted upon, but in the matter of the proposed Urban Renewal Program which was publicly presented on June 28th most effectively by our Inter-Governmental Task Force, and enthusiastically received by the community, that he is aware of Council's unanimous agreement to proceed with this program with all possible speed. That this decision has not been made hastily. Council many months ago asked for a survey of the slum and blighted areas of our City with clearance price tags under federal urban renewal. Aware of federal requirements under urban renewal for providing standard housing for displaced families, Council, at about the same time, requested a survey of public housing needs to accommodate the low-income families that would be affected. The result of which was the recommendation of 1,000 units of additional public housing. It is therefore appropriate that Council consider together and at the same time, new urban renewal projects and additional public housing. That of his own knowledge of the individual and collective views of this Council, he is sure that for the record, every man on the Council would like to make the formal motion to move our City ahead in these two important interlocking and related programs. By mutual consent, Mr. Whittington, Mayor pro tem will make the motion and each of the other Councilmen will be given an opportunity to second the motion with any remarks they would like to make.

He stated further, second guessing Council for once, anticipating that this procedure will produce a unanimous vote, a united front, and a determination to move these programs with community support as swiftly as possible, he congratulates Council for this progressive step and thanks the Inter-Governmental Task Force for its cooperation. Through local initiative capitalizing on inter-governmental cooperation with public support and cooperation of private enterprise we can rid our City of its slums and move the Queen City forward as a leading and progressive southern regional city, at the same time, reaping both material and human benefits. He stated, however, we have proceeded thus far on the premise that urban renewal funds under the federal program are readily available and that local matching funds will be provided through a bond referendum. That we cannot take either of these sources entirely for granted. That in telephone conversation with one of the top HUD officials in Washington, this morning he was told that urban renewal applications were running twice the appropriations. That he mentions this to say it may take a little doing to get our application on the proposed projects approved. As for the matching funds, he believes the citizens of Charlotte will support a bond referendum for \$5,500,000 that will get us \$39,000,000 worth of slum and blight clearance. That both the need and advantage to our city will have to be sold to the taxpayers. This is an example that progress is always possible but never easy.

Mr. Paul Younts, Chairman of the Inter-Governmental Task Force, stated for a year the Task Force has had the opportunity of working on some of the most exciting proposals for the future of Charlotte that he has seen in many years. He is delighted to have learned during the year, that Council too shares the excitement and the sense of urgency which they have come today to try to work out the results of this particular phase of their objective.

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Today Council has the opportunity of taking some of the first concrete official action which will get these plans on the way to reality. They heard the public presentation of the Task Force Urban Renewal Committee on the 28th of June and he will not repeat that entire program today.

Mr. Younts stated he is present on behalf of the Urban Renewal Committee of the Task Force to urge Council to act today, and he was glad to hear the Mayor say that the resolutions will be presented. To get these projects started is something that is very necessary. Action is in order today for eligible now for redevelopment. They do not see these projects as vast programs of destruction; hundreds of slum dwellings and commercial structures will be torn down but they are more interested in the immediate rebuilding of homes and businesses on this land rather than for the destruction; they do not want to see bulldozers in any of these projects until we know what will replace the structures there now. This is why they urge both prompt action by the Council today and prompt action by all of the private interests who should participate in the rebuilding of these slums; and in particular the slum areas they are mentioning today. They want to see these projects done and done quickly without long delays for decision and discussion. That is why they urged last month and urge now that Council plan immediately for the financing of these projects through bonds in the amount of \$5,500,000 and plan to make that financing available to the Charlotte Redevelopment Commission as soon as possible within the fiscal year. They stand ready to help Council and to be of service with any other efforts involved in pushing these projects along rapidly for the benefit first of the citizens who now live in these particular slums and who should have better lives and better benefits; second, of the City so all its citizens will be better off when these areas properly and profitably are developed.

Mr. Younts stated there are only slight changes between the original study area map contained in their original report and the final map today. That the First Ward line runs along Brevard Street rather than along the Railroad and crosses Brevard to take in some residential structures. That the professional staff on the Planning Commission and Redevelopment Commission believe it wise to make First Ward more of a residential project, both in the clean-up phase of the effort and in the Redevelopment phase, and the Urban Renewal Committee concurs in their views.

In the opinion of the professional staffs, the Downtown Project should have three blocks added to it, and these are not new blocks being added to the whole effort, they are blocks already in the First Ward area project, so it is just a matter of switching them from one project to the other. They are the three blocks bounded by Trade and Fifth Street, which run from the railroad down to Davidson Street, and this will make First Ward more solidly a residential section and will make the Downtown project more commercial. The Redevelopment of the three blocks involved has been contemplated as commercial all along, so this is no conflict, just merely moving the boundaries to make the technical and legal work of the Planning and Development staff a little easier along the way.

Mr. Younts urged Council to act. That the Downtown Project is not yet ready but the Planning Commission and its staff says it will only be a matter of days, and they will return shortly seeking a formal approval of this project to be added to the formal approval of Greenville, Dilworth and First Ward, which they urge today.

He stated in connection with the public housing, Charlotte is in the favorable position of having a thousand units committed at the present time. That his committee has not reached a final recommendation on that point as to numbers

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but they are convinced that not only the one thousand units but substantially more low-rent housing will be needed to make this complete and the redevelopment of the project possible. That they believe private enterprise will have to come in this undertaking.

Mr. Younts stated most of the members of the Urban Renewal Committee are present. That Mr. Charles Ervin who is the chairman could not be present, but Judge Spencer Bell, Mr. Pete McKnight and Mr. Julius Chambers are all present and will be delighted to answer any questions. That they appreciate the opportunity of working on the Task Force with the City and anything they can do in the future to assist in the bond election or any way, they stand ready to do so.

Mayor Brookshire thanked Mr. Younts and stated with reference to the changes which be mentioned they have been incorporated and covered in the resolutions which Council will consider this afternoon. In regard to the more than one thousand housing units which have been mentioned, it is certainly hoped that private enterprise can supply the additional needs.

Councilman Whittington stated the members of the City Council have authorized him to move the adoption of three resolutions for the undertaking of surveys and plans for urban renewal projects in the First Ward, Greenville, and the Dilworth sections of our City. On behalf of Council he also moves the adoption of a Resolution with respect to the Downtown Redevelopment area and a Resolution approving application for a preliminary loan for low-rent housing, not to exceed 1,000 units. That these resolutions are the result and recommendations of the Inter-governmental Task Force. That to quote the Task Force Chairman, General Paul R. Younts, "We do not propose the demolition of the present structures in these areas until there are concrete plans for redevelopment along clearly understood and approved guide lines." These resolutions are for funds for surveys and plans as the resolutions spell out. These four projects would have a total cost of \$36,400,000 but the City of Charlotte share would be less than \$5,500,000, and of the \$5,452,661, the City would spend for these projects, \$2,017,841 would be the out-right cost to subsidize the renewal projects and \$3,434,800 would be in site improvements, for which the City would have to pay anyway - this is water and sewer and curb and gutter and street widening. That Council believes, as does the Task Force, that the City should recover its investment in five years. The Council feels that the Task Force has identified our needs in two areas - First, water and sewer, and urban renewal which is being discussed today. That we must and do seek the support and understanding of the business community, and the concern and help of all our citizens. That this challenge which has been presented by the Task Force must be met with one thought in mind and that is all of us are on the same team - citizens and government - with the same goal to make Charlotte an even better place to live.

Councilman Whittington moved the adoption of the five resolutions.

Councilman Albea stated he takes great pleasure in seconding the motion, and he is wholeheartily in favor of it and has been from the first.

Councilman Alexander stated he had the privilege of hearing the Governmental Task Force present this most forceable report which he feels is one of the strongest being submitted in his lifetime for city development and progress. That it certainly gives him a great deal of pride to be a part of this Council which has the responsibility for placing this program in action. He heartily seconds the motion as submitted.

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Councilman Jordan stated he is very happy to second the motion and thinks it is a wonderful report that the Task Force has presented and is something we are behind in, but with the Task Force and other Committees that are working on it, maybe we will be able to catch up and move ahead, and it is with a great deal of pleasure that he seconds the motion.

Councilman Short stated there are many reasons for being proud of this particular action by the Council and the Task Force and the Urban Redevelopment Commission and the Citizens of Charlotte, but he takes a particular personal satisfaction in seconding the motion because this is the first formal action by this Council in initiating urban renewal projects of our own. That the previous formal actions of the Council were to continue or implement urban renewal activities planned by previous Councils. When they were campaigning for election, they promised they would extend and further urban renewal in Charlotte, and today we are making good on that promise and he is proud to have the opportunity of seconding the motion.

Councilman Thrower stated he is pleased also to second the motion. That he thinks it is a dynamic investment in the future.

Councilman Tuttle stated he is proud to be a member of this Council at this moment and happy to second the motion. That this is a real step in the revitalization of the whole city and will go a long way in establishing Charlotte as truly the Queen City and the Gateway to the new South.

RESOLUTION RELATING TO THE FIRST WARD AREA APPROVING SURVEYS AND PLANS FOR AN URBAN RENEWAL PROJECT AND FILING OF AN APPLICATION.

Upon motion of Councilman Jordan, seconded by Councilman Tuttle and unanimously carried, a resolution entitled: Resolution Relating to the First Ward Area Approving Surveys and Plans for an Urban Renewal Project and Filing of an Application, was adopted.

The resolution is recorded in full in Resolutions Book 5, beginning at Page 287.

RESOLUTION RELATING TO THE DILWORTH AREA APPROVING SURVEYS AND PLANS FOR AN URBAN RENEWAL PROJECT AND FILING OF AN APPLICATION.

Councilman Albea moved the adoption of a resolution entitled: Resolution Relating to the Dilworth Area Approving Surveys and Plans for an Urban Renewal Project and Filing of an Application. The motion was seconded by Councilman Whittington and carried unanimously.

The resolution is recorded in full in Resolutions Book 5, beginning at Page 290.

RESOLUTION RELATING TO THE GREENVILLE AREA APPROVING SURVEYS AND PLANS FOR AN URBAN RENEWAL PROJECT AND FILING OF AN APPLICATION.

Motion was made by Councilman Tuttle, seconded by Councilman Jordan, and unanimously carried, adopting a Resolution entitled: Resolution Relating to the Greenville Area Approving Surveys and Plans for an Urban Renewal Project and Filing of an Application.

The resolution is recorded in full in Resolutions Book 5, beginning at Page 292.

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RESOLUTION WITH RESPECT TO DOWNTOWN REDEVELOPMENT AREA.

Councilman Thrower moved the adoption of a resolution entitled: Resolution with Respect to the Downtown Redevelopment Area. The motion was seconded by Councilman Alba and carried unanimously.

The resolution is recorded in full in Resolutions Book 5, at Page 294.

RESOLUTION APPROVING APPLICATION FOR PRELIMINARY LOAN FOR LOW-RENT PUBLIC HOUSING.

Upon motion of Councilman Alexander, seconded by Councilman Tuttle and unanimously carried, a resolution entitled: Resolution Approving Application for Preliminary Loan for Low-Rent Public Housing, was adopted.

The resolution is recorded in full in Resolutions Book 5, at Page 295.

PETITION NO. 66-62 (3RD PART) BY CHARLOTTE-MECKLENBURG PLANNING COMMISSION TO AMEND THE TEXT OF THE ZONING ORDINANCE BY AMENDING SECTION 23-62 TO REQUIRE 2.0 OFF-STREET PARKING SPACES PER DWELLING UNIT FOR MULTI-FAMILY DWELLINGS IN THE R-6MF-H, R-6MF AND R-9MF DISTRICTS AND 2.5 SPACES PER DWELLING UNIT IN THE R-12MF AND R-15MF DISTRICTS, REFERRED BACK TO THE PLANNING COMMISSION FOR FURTHER RECOMMENDATION.

The hearing on Petition No. 66-62 by Charlotte-Mecklenburg Planning Commission to amend the text of the Zoning Ordinance to require off-street parking spaces for multi-family dwellings in Multi-family districts was held on June 20th and at the request of Mr. Ralph Howey, President of Home Builders Association was deferred to this date.

Mr. Ralph Howey stated he would like to read the following letter in reference to their recommendations for the change in apartment zoning:

"Thank you for the recent opportunity to speak at the City Council session regarding the proposed change in apartment parking requirements.

The Home Builders Association of Charlotte is aware that there have been some cases in Charlotte neighborhoods of nuisances caused by apartment project automobile parking. However, we believe that the proposed remedy (a minimum of 2-parking spaces per dwelling unit) may be worse than the disease.

Our members are active in the planning, construction, ownership, and management of a wide variety of apartment projects. These projects range from luxury class units to very modest rentals. These projects provide very necessary housing to new and old residents of Charlotte, including many for our Negro citizens. We believe that our experience and intimate knowledge of the factors of land, financing, public acceptance, and management can help you arrive at a better solution than the proposed across-the-board parking space increase.

We disagree with the across-the-board increase to 2 and 2-1/2 spaces per dwelling unit. Our reason for this disagreement are stated in detail in an Enclosure to this letter. We believe that adoption of the proposed increase at this time would not be in the best interest of the City. It would have long range effects causing economic waste and a less attractive city.

Factors such as the apartment size and number of bedrooms have been ignored by the proposed standard. We, therefore, request that the Planning Commission re-study the problem to provide a standard more discriminating and more in line with the standards of other cities and planning authorities.

If the City Council deems it essential to make an immediate change in the present standard, we urgently and respectfully request that the parking space requirements not be increased to more than one and one half (1.5) spaces per dwelling unit.

Very truly yours,

Ralph Howey, President
Home Builders Association of Charlotte"

Mr. John G. Turner, Planning Commissioner, stated he feels that they in the real estate and building business have been a little lack with reference to parking at apartments in the City of Charlotte. That today Council adopted a plan to really step on the gas in the urban redevelopment field, and he thinks there is an equal opportunity to clean up a bad mess in the parking at apartments proposed to be built in the future. There are plenty of apartments in Charlotte that do not have adequate parking. That he is in the management business and he knows there are quite a few that have inadequate parking facilities. That we are living in 1965 with a two-car family with a boat, with guest, and an average two-bedroom apartment will average two cars. That on behalf of the Planning Commission and for himself he would like Council to adopt the amendment with a minimum of two parking spaces per unit.

Mr. Mitchell Clarke, President of the Property Management Association and Director of the Charlotte Board of Realtors, stated he would like to make two points.

First, zoning in itself should not be a guide as to the number of parking spaces. They feel there should be some sliding scale as to parking requirements for the R-6MF; that this classification is in various sections of town from the lower class sections to the higher class sections - from Providence Road to Thomasboro. That they should look at the economic setup and the parking spaces that will be required to the size of the apartments involved. In one bedroom and efficiency apartments you would not expect to have the number of cars as you would in two and three bedroom apartments. That this has nothing to do with zoning as you can build an efficiency in this classification or a three bedroom. That he is not necessarily opposed to this increase; he just feels there should be some sliding scale to use as a guide.

Secondly, to put this situation down just as two or two and a half spaces per apartment may not cure what they hope to do because of the different type tenant you attract to an apartment. That he feels the Council might have another guide line here to say that if an apartment does not have adequate parking after it is built in compliance with the code, then there should be some power which the Council has to force this individual to provide additional parking. That all of this boils down to where they feel there should be further study and a sliding scale.

Councilman Jordan asked what the other cities are doing in regard to the parking situation.

Mr. Fred Walker, representing the John Crosland Company, stated the proposed standard is apparently greatly out of line with the standard existing in cities of comparable size in the Southeast, as well as the rest of the United States. The Planning Commission staff has furnished data showing the parking space requirement of Louisville, Pittsburg, Greensboro, Atlanta, Richmond, Tacoma, Columbus and Kansas City, and these are the only cities upon which they have information but they assume it is representative since it came from the Planning Commission.

That Louisville, Kentucky requires 1.5 space dwelling unit where dwelling units are 2,500 square feet; where dwelling units are 1,250 square feet, they require 1.5; smaller dwelling units, 750 square feet require one per dwelling unit. Pittsburg, Pennsylvania requires one per dwelling unit straight down the line. Greensboro, N. C. requires dwelling units of 6,000, 3,000, and 1,500 square feet, one per unit, and when they reach 9,000 they require two per unit. Atlanta requires 1.5 per unit for 1,000 to 3,600 square feet; Richmond, Va., requires one per dwelling unit and go up to two per unit in R-9 classification. Tacoma, Washington, requires one per dwelling unit on 2,500 square feet and at 6,000 square feet requires two parking spaces for each dwelling unit. Columbus, Ohio, requires one space per dwelling unit and the same for Kansas City, Missouri.

Mr. Walker stated they would like to commend to Council a reconsideration and an opportunity to consider further and work out a formula perhaps on a sliding scale in keeping with the number of bedrooms or with the size of the dwelling unit or something of that sort. They feel the recommendation is not in keeping with what is practical.

Councilman Tuttle asked Mr. Walker if he is in position to give the result of the 1 and 1.5 parking spaces requirement of these cities? Mr. Walker replied what they are requesting in offering this is some indication of what other cities are doing, and the opportunity for them to reconsider and work up the sliding scale formula. That they are not saying any one of these is exactly what they want. They are really asking for an opportunity to consider and advise further on the subject.

Councilman Tuttle asked how they are going to weigh future occupancy? That four girls could live in an apartment today and move tomorrow and an elderly couple move in? Mr. Walker replied with a little time to analyze it they can come up with a formula that would offer Council a more rational and intelligent guide.

Councilman Tuttle stated not many years back they had the only automobile in their block, then everyone had a car and then they shot for two cars per family and now for three so that it would seem to him all they can do is shoot for the maximum and this two might be a low maximum. Mr. Walker replied it may be, but their feeling is that there should not be a flat scale but a sliding scale.

Councilman Jordan asked if this would apply in different parts of town. Mr. Walker replied what they are really asking is for a chance to come up with a solution to it. In the better economic areas of the city, when an apartment has three bedrooms or the square footage is much larger, a scale of that type might be applied. That he would think it would relate to the number of bedrooms or the square footage.

Councilman Thrower stated, with what is being discussed and if Council would adopt the amendment, that Earle Village could not be built. That he thinks a merit formula could be worked out.

Mr. Jack Delaney stated in reviewing this proposed arrangement the contrast as brought out by Mr. Thrower between the high income areas and the clearance areas is quite marked. In many of the cities the low income areas had more parking spaces and in other cities, the 6,000 square foot apartment, had three or four spaces provided. That contrast might be resolved in this way. In the low income area the car is going to stay out in the open and in the high income area many of the cars will be garaged.

That the Cotswold Apartments have 150 living units and they provided ten years ago 225 parking spaces at a ratio of 1.5, and that ratio has never been short of taking the cars off the street in this time. That in this instance, it proves that a 1-1/2 ratio is a reasonable and logical approach.

Councilman Thrower stated to go back to the Earle Village you would have to have 1 and 1/2 parking spaces for each of the units as well, and Mr. Delaney replied he understands that a special exception was made for Earle Village in the light of the economical circumstances of the occupants, and in the light of the arrangements of the support by the government.

Mr. Delaney stated they are asking that there not be a mandatory evaluation of living space on the basis of a theoretical number of cars that someone may or may not have. That the bedrooms and the square footage can be used as a yardstick, but the number of cars cannot. There is no landlord who can control the number of cars his tenants have; nor the number of guests that come to visit a tenant, and these cars go to the street.

He stated that he looked into the situation of some of the cities around New York where the problem is much more acute and it happens to also be true in Philadelphia and Chicago. When they have the problem of parking in the street, they correct the matter not as a zoning matter but as a traffic and police matter, and this is where the matter belongs. You cannot legislate impossible situations, you can legislate no parking after midnight. This is a very proper and correct application of the police car. Traffic control is the answer; the burden of parking the car is not the landlords, the owner of the car is the one who properly has that burden. Control by traffic ordinance is within the power of the Council and control by police regulation is within Council's power. They feel that while there should be a reasonable declaration as to a relationship cars to either space or bedroom, that there is no need for making an excessive allowance across the board mandatory. Economically, you are making less land available for occupancy in the development of rent and value and taxable value by providing a free parking space for transient owner of an automobile.

Councilman Whittington asked Mr. Delaney if he agrees with the last paragraph of the letter from Mr. Howey - "If Council deems it essential to make an immediate change in the present standard, we would urgently request 1.5 spaces per dwelling?" Mr. Delaney replied from their own experience he cannot take exception to that; that perhaps subject to what the President and other members of the Home Builders Association consider, that it could be an acceptable compromise.

Councilman Tuttle asked Mr. Delaney in connection with his statement that he does not think the owners of property are responsible for parking, what would he do with a commercial establishment, and Mr. Delaney replied that he meant that his remarks should be confined to apartment usage, and he realizes that parking space provisions must be provided in apartment units as well as commercial space, but he takes exception to the mandatory imposition on living spaces at the ratio to 2 and 2-1/2 car spaces without regard for the yardstick of either bedrooms or square footage.

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Mr. Delaney stated they are suggesting in the reconsideration that the tendency be towards a minimum figure rather than a maximum figure across the board.

Councilman Alexander asked if Council approves the requirement of two spaces, would that mean that private enterprise would have to reconsider its thinking and develop an increase rent scale to make up for the lack of profits they would get? Mr. Delaney replied the economics of the situation would have to hang together.

Councilman Short stated his arithmetic indicates that if you had a 100-unit apartment and you have to have not only space for the car but also access and space to back out, it will take about 34,000 square feet of land under the present arrangement. If this were up to 68,000, an increase of 34,000 in R-12 or R-15 the property, unpaved, will cost \$15,000, \$20,000 or \$25,000; or in the R-9 or R-6 areas it will cost \$8,000 to \$10,000, and you would need approximately 20,000 additional square feet of land. That while he feels Mr. Turner has suggested what would be highly desirable, he would be reluctant to strap this additional tremendous cost upon renters and developers.

Councilman Short moved that the Petition be referred back to the Planning Commission and ask them to comment on whether some lesser increase would be satisfactory, and also thank them for the study they have made, which is excellent, and thank them for pointing up this problem. The motion was seconded by Councilman Thrower.

Councilman Whittington requested Mr. Short to include in his motion that in the study by the Planning Commission that these people, primarily in Property Management, be asked to sit in on these conferences and see if the idea that the Planning Commission has cannot be resolved with some sort of compromise that Property Management is interested in, and then bring in a recommendation to be approved by both Bodies.

Councilman Short replied that he would include this in his motion.

Mr. Fred Bryant, Assistant Planning Director, stated they have no objections to the motion and they will be very happy to take this back and reconsider it on the basis that has been mentioned today. That in their study they did consider the matter of relating the parking requirements to bedroom or area size of the apartment and found it not workable. If in their conferences with the Home Builders and Board of Realtors and others, they can come up with some such solution that is workable, they will be very happy to go along with it. The basic factor they found in relating it to the number of bedrooms is that you have no way of knowing what type occupancy of those bedrooms is going to take place. That a one bedroom occupied by two or three single persons is one situation, but one bedroom occupied by a couple is another matter.

Councilman Tuttle stated he is going to be very interested in the results of these cities which have been used as examples and the number, how they are fairing. Mr. Bryant replied he thinks this is a very important point, because you can compare all day but unless what you are comparing with is really a workable solution you are not gaining anything.

The vote was taken on the motion and carried unanimously.

PETITION NO. 66-61 BY R. D. MORGAN FOR CHANGE IN ZONING FROM R-SMF TO I-1 OF THREE LOTS AT THE NORTHEAST CORNER OF NEVIN ROAD AND LAKE SHORE CIRCLE, DEFERRED FOR TWO WEEKS.

Councilman Whittington moved that consideration of the subject petition be deferred for two weeks. The motion was seconded by Councilman Tuttle and carried unanimously.

LICENSE APPLICATION FOR PRIVATE DETECTIVE APPROVED.

Motion was made by Councilman Jordan, seconded by Councilman Thrower, and unanimously carried approving the issuance of license applications covering the classification of Private Detective to Wilson Associates, 4037 Independence Boulevard and W. R. Stroup, 413 South Cedar Street.

CONTRACT WITH D. A. STOUT FOR APPRAISAL OF PROPERTY APPROVED.

Upon motion of Councilman Tuttle, seconded by Councilman Thrower and unanimously carried, contract with D. A. Stout for appraisal of two parcels of land off Wilmont Road, in connection with the Taggart Creek Outfall Sanitary sewer was approved.

CONTRACT WITH THOMAS & HOWARD COMPANY FOR INSTALLATION OF WATER MAINS IN OLD CONCORD ROAD, OUTSIDE THE CITY LIMITS, AUTHORIZED.

Councilman Alba moved approval of a contract with Thomas & Howard Company for the installation of 800 feet of water main and one fire hydrant, in Old Concord Road, outside the city limits, at an estimated cost of \$7,040.00, with the applicant to pay the entire cost of the mains and hydrants and own same until such time as the area is incorporated into the City at which time the mains will become the property of the City without further agreement in connection therewith. The motion was seconded by Councilman Tuttle and carried unanimously.

CONSTRUCTION OF SANITARY SEWER TRUNK AND MAIN TO SERVE ROBINSON WOODS SECTION 2, AUTHORIZED.

Motion was made by Councilman Whittington, seconded by Councilman Jordan and unanimously carried approving the construction of 409 feet of trunk and 377 feet of main to serve Robinson Woods Section 2, at the request of S & T Development Company, at an estimated cost of \$3,930.00, to be borne by the applicant, whose deposit in the full amount has been received and will be refunded as per terms of the agreement.

RIGHT-OF-WAY AGREEMENT BETWEEN CITY OF CHARLOTTE, N. C. STATE HIGHWAY COMMISSION AND THOMAS & HOWARD COMPANY FOR INSTALLATION OF WATER MAINS AUTHORIZED.

Upon motion of Councilman Tuttle, seconded by Councilman Whittington, and unanimously carried, the Mayor and City Clerk were authorized to co-sign a right-of-way agreement between the City and the N. C. State Highway Commission and Thomas & Howard Company for the installation of 800 feet of water mains in Highway 29-A.

LEASE WITH UNITED STATES GOVERNMENT FOR SPACE IN THE TERMINAL BUILDING OCCUPIED BY FEDERAL AVIATION AGENCY APPROVED.

Councilman Alba moved approval of a lease with the United States Government for 4,664 square feet of space in the Airport Terminal Building, for a maximum term of five years and rental of \$2,332.00 per year for use by the Federal Aviation Agency. The motion was seconded by Councilman Thrower and carried unanimously.

SPECIAL OFFICER PERMITS FOR USE ON THE PREMISES OF HIGHLAND PARK MANUFACTURING COMPANY AUTHORIZED RENEWED.

Upon motion of Councilman Tuttle, seconded by Councilman Albea and unanimously carried, special officer permits were authorized renewed for use on the premises of Highland Park Manufacturing Company, as follows:

- (a) Cyrus Clayton Austin, 3321 Ritch Avenue.
- (b) Claudis Mills, 906 Marble Street.
- (c) R. A. Smith, 2217 Charlotte Drive.

TRANSFER OF CEMETERY LOTS.

Motion was made by Councilman Jordan, seconded by Councilman Thrower and unanimously carried, authorizing the Mayor and City Clerk to execute deeds for the transfer of the following cemetery lots:

- (a) Deed with Hurley Boyd Conder for Lots No. 314 and 315, Section 6, Oaklawn Cemetery, transferred from Mrs. Ina O. Conder, widow of Thomas L. Conder, at \$3.00 for new deed.
- (b) Deed with Janie E. Jolly, for Lot No. 424, Section 7, Oaklawn Cemetery, transferred from W. E. Patton, at \$1.00 for new deed.
- (c) Deed with M. J. Armeen, for Lot No. 296, Section 7, Oaklawn Cemetery, transferred from W. E. Patton, at \$1.00 for new deed.
- (d) Deed with Virginia Vaughan Lewis & Dr. I. T. Lewis, heirs of Mrs. Allie Vaughan Lowery, for south half of Lot No. 136, and north half of Lot No. 137, Section Q, transferred from Lottie Wilson Vaughan, at \$1.00 for new deed.
- (e) Deed with Charles W. and Vivian W. Gadd, for northwest 1/4 of Lot No. 47, Section X, Elmwood Cemetery, transferred from Mrs. Bettie N. Westmoreland and husband, at \$3.00 for new deed.
- (f) Deed with N. James Covington, for Lot No. 379, Section 3, Evergreen Cemetery, at \$364.00.
- (g) Deed with Mrs. Thomas W. Jenkins, for Lot No. 170, Section 2, Evergreen Cemetery, at \$120.00.
- (h) Deed with Mrs. Odessa A. Wagner, for Lot No. 447, Section 6, Evergreen Cemetery, at \$280.00.
- (i) Deed with Mildred Covington Clarke, for Graves 1 and 2, Lot No. 17, Section 2, Evergreen Cemetery, at \$160.00.
- (j) Deed with Blanche Hames Clement Kendrick, for Lot No. 374, Section 6, Evergreen Cemetery, at \$280.00.
- (k) Deed with L. W. Brockwell and wife, for Graves 1 and 2, Lot No. 170, Section 2, Evergreen Cemetery, at \$120.00.
- (l) Deed with Mary M. McCoy, for Graves 3 and 4, Lot No. 159, Section 2, Evergreen Cemetery, at \$120.00.

NOMINATION OF MR. HERBERT SPAUGH, JR. TO SUCCEED HIMSELF ON THE AIRPORT ADVISORY COMMITTEE.

Councilman Jordan nominated Mr. Herbert Spaug, Jr. to succeed himself on the Airport Advisory Committee. He stated Mr. Spaug has done an outstanding job.

The Mayor advised the nomination would remain open until the next meeting.

CONTRACT AWARDED SOUTHEASTERN SAFETY SUPPLIES, INC. FOR TRAFFIC SIGNAL CONTROLLERS.

Councilman Whittington moved award of contract to the only bidder, Southeastern Safety Supplies, Inc., in the amount of \$8,311.38, for two full actuated two-phase traffic signal controllers in ground mounted cabinets, as specified. The motion was seconded by Councilman Albea.

Councilman Whittington asked why there is only one bidder, and Mr. Bernie Corbett, Assistant Traffic Engineer, replied there is only one manufacturer at this time which manufactures equipment to meet the specifications. That in past years they have attempted to secure from other companies equipment of equivalent type and have found that two other manufacturers who manufacture similar equipment do not have suitable equipment. They have purchased on the low bid basis and had to take it out of operation after attempting to make adjustment and at present there is only one manufacturer available.

Councilman Tuttle stated we have so many of these situations where we have 13 or 14 who are invited to bid but wind up with one bid because of the specifications, and he hopes that our specifications are not leaning towards any particular outfit, and he is not inferring that this is being done, it just strikes him as unusual that there are so many of the one bid situations.

The vote was taken on the motion and carried unanimously.

CONTRACT AWARDED PRISMO SAFETY CORPORATION FOR PAVEMENT MARKING MATERIAL.

Motion was made by Councilman Thrower and seconded by Councilman Whittington awarding contract to the only bidder, Prismo Safety Corporation, in the amount of \$37,080.00, for 6,000 gallons of high viscosity, non-tracking, fast drying, pavement marking material, as specified.

Mr. Corbett, Assistant Traffic Engineer, stated this paint is for the new paint machine which has the special quick drying type of material, and is not a standard type of paint. That Prismo is the only one who makes it at present.

The vote was taken on the motion and carried unanimously.

CONTRACT AWARDED N. C. LEAGUE OF MUNICIPALITIES FOR CITY AUTOMOBILE TAGS & MOTORCYCLE TAGS.

Upon motion of Councilman Thrower, seconded by Councilman Whittington and unanimously carried, contract was awarded the N. C. League of Municipalities for 95,000 metal automobile tags and 400 metal motorcycle tags, in the amount of \$8,843.58, on a unit price basis.

The following bids were received:

N. C. League of Municipalities	\$ 8,843.58
Dixie Seal & Stamp Company	14,780.50

CONTRACT AWARD MILLER TIRE SERVICE FOR TIRE RECAPPING & REPAIRS.

Councilman Albea moved award of contract to Miller Tire Service, the only bidder, for an estimated yearly requirement of tire recapping and repairs in the amount of \$14,128.23, on a unit price basis. The motion was seconded by Councilman Thrower and carried unanimously.

PROPERTY TRANSACTIONS AUTHORIZED.

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

- (a) Acquisition of 120 square feet of property at 4104 The Plaza, from Mrs. Ella Evans Strickland (widow) in the amount of \$104.00, for the Plaza Road Widening Project.
- (b) Acquisition of 240 square feet of property at 4110 The Plaza, from Walter Lee Helms and wife, in the amount of \$204.00, for the Plaza Road Widening Project.
- (c) Acquisition of 325 square feet of property at 2800 Eastway Drive, from J. A. Rushen and wife, in the amount of \$1,500.00, for the Eastway Drive Widening Project.
- (d) Acquisition of a construction easement approximately 500 square feet at 1301 North Sharon Amity Road, from Lois B. Harkey, at \$100.00, for the Sharon Amity Road Widening.
- (e) Acquisition of a construction easement at 1829 Sharon Amity Road, from Paul Watson Haywood, etux., Ruth A. Haywood, at \$350.00, for the Sharon Amity Road Widening Project.
- (f) Acquisition of a construction easement at 1835 Sharon Amity Road, from Austin J. Hinson, etux., Grace B. Hinson, at \$350.00, for the Sharon Amity Road Widening Project.
- (g) Acquisition of construction easement of approximately 1,200 square feet, at 1200 Sharon Amity Road, from Hoyt A. Ridenhour, at \$300.00 for the Sharon Amity Road Widening Project.
- (h) Acquisition of right of way 25' x 548', between Wilmont ' West Boulevard on Taggart Creek, from Charles A. Spratt, at \$350.00, for sanitary sewer easement to Taggart Creek Outfall.
- (i) Acquisition of right of way 25' x 365' off Wilmont Road on Taggart Creek, from Margaret Pruitt, at \$465.00, for sanitary sewer easement to Taggart Creek Outfall.
- (j) Acquisition of right of way 25' x 2,384.26', on Commonwealth Avenue and Coliseum Drive, from Charlotte-Mecklenburg Board of Education, at \$2,384.26, for sanitary sewer easement to Edwards Branch.
- (k) Acquisition of right of way 10' x 8,734', in undeveloped area off Bocker Avenue, from J. C. Evans, at \$1.00, for sanitary sewer easement to Davidson Circle.

RESOLUTION URGING PROMPT CONCLUSION OF AIRLINE STRIKE.

Upon motion of Councilman Short, seconded by Councilman Whittington, and unanimously carried, the following resolution was adopted:

WHEREAS, the present strike by the Airlines Mechanics Union against five major airlines has dealt a staggering blow to the nation's air traffic, both passenger and freight; and

WHEREAS, said strike has affected approximately ninety per cent of the air traffic at Douglas Municipal Airport serving the Charlotte, North Carolina, metropolitan area; and

WHEREAS, said strike is particularly detrimental to the economy of the Charlotte, North Carolina, metropolitan area; and

WHEREAS, the City Council of the City of Charlotte, North Carolina, deem the just and speedy conclusion of said strike to be in the best interest of, and for the common good of, the people of the City of Charlotte and the commerce and industry of the metropolitan area served by it.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Charlotte, North Carolina that the President of the United States, the Honorable Lyndon Baines Johnson, and the Chairman of the Civil Aeronautics Board, the Honorable Charles S. Murphy, be urged to bring to bear the full resources of their offices towards the end that a just and speedy conclusion of said strike be effected.

APPOINTMENT OF RUTH ARMSTRONG TO POSITION OF CITY CLERK.

Upon motion of Councilman Jordan, seconded by Councilman Tuttle and unanimously carried, Miss Ruth Armstrong was appointed to the position of City Clerk.

CITY MANAGER REQUESTED TO HAVE INSPECTION DEPARTMENT MOVE INTO AREA OF THE OLDER PART OF DILWORTH.

Councilman Whittington requested the City Manager to have the Building Inspection Department move into the older part of the Dilworth section, from Euclid Avenue to South Boulevard, east and west; and from Templeton Avenue to Tremont Avenue, north and south, and also check some of the single-family homes on East Boulevard, east of Euclid Avenue that are in need of some renovating quickly. If it is not done now, the area will be so far gone that we will not be able to do anything about it.

CITY MANAGER REQUESTED TO HAVE TRAFFIC ENGINEERING DEPARTMENT INSTALL LIGHT IN SECOND BLOCK OF GREENTREE DRIVE.

Councilman Whittington requested the City Manager to have the Traffic Engineering Department to install a street light in the second block of Greentree Drive.

RECOMMENDATIONS OF STATE HIGHWAY COMMISSIONER, GEORGE BROADRICK, IN CONNECTION WITH THE REMAINING FUNDS FROM THE ALLOCATED ROAD FUND REFERENDUM, APPROVED.

Upon motion of Councilman Albea, seconded by Councilman Tuttle and unanimously carried, the following recommendations presented by Mr. George Broadrick, State Highway Commissioner, in connection with the remaining funds from the allocated \$7,904,400 of the road fund referendum of last fall, were approved:

- (1) Apply \$2,000,000 to the Northwest Expressway which will expedite the project by at least a year.
- (2) Apply \$700,000 to the completion of Eastway Drive, from Arnold Drive to Independence Boulevard.
- (3) Apply \$300,000 to be used in the design of the Independence Expressway.

- (4) The State Highway Commission is willing to approve the expenditure of up to \$1,000,000 bond funds on the project to provide better access in the northern quadrant of the City and in eliminating the traffic congestion at the railroad crossing in the area of 28th and 36th Street, on a 50-50 basis with the City. With the City's assurance that the funds will be available within the next 12 to 18 months, plans and engineering can begin immediately using the state money for the initial costs.
- (5) The major improvement of North Tryon Street to be established as a regular federal aid project instead of a bond project as had been discussed previously. The project is to have a moderately high priority as a regular federal aid project.

CITY MANAGER REQUESTED TO GIVE COUNCILMAN ALEXANDER LIST OF VARIOUS DEPARTMENTS WITH NUMBER OF EMPLOYEES, AND NUMBER OF NEGRO EMPLOYEES AND POSITIONS THEY HOLD.

Councilman Alexander requested the City Manager to give him a list of the various departments of the city government, with the number of employees in each department and the number of Negro employees and the positions they hold in the departments in which they are working.

Mayor Brookshire stated some four years ago Council removed all reference to color, race, or creed on application forms, and throughout the Charter.

Councilman Alexander stated he would accept an approximate number.

CONTRACT AWARDED CROWDER CONSTRUCTION COMPANY FOR THE SHARON AMITY ROAD PROJECT.

Upon motion of Councilman Whittington, seconded by Councilman Tuttle and unanimously carried, contract was awarded the low bidder, Crowder Construction Company, in the amount of \$311,150.00, for the Sharon Amity Road Project, from Tangle Drive to Independence Boulevard.

The following bids were received:

Crowder Construction Co.	\$311,150.00
Blythe Brothers Company	314,465.00
Rea Construction Company	317,930.50
A. V. Blankenship and Blankenship Construction Co.	319,680.00

JOINT MEETING WITH COUNTY COMMISSIONERS TO BE HELD THURSDAY MORNING IN COUNCIL CHAMBER.

Mr. Veeder, City Manager, reminded Council of a joint meeting with the County Commissioners Thursday Morning at 9 o'clock in the Council Chamber.

ADJOURNMENT.

Upon motion of Councilman Tuttle, seconded by Councilman Thrower and unanimously carried, the meeting was adjourned.

Ruth Armstrong
Ruth Armstrong, City Clerk