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A joint meeting of the City Council and the County Commissioners was held Monday, May 14, 1973, in the Commissioner's Board Room, County Office Building.

PRESENT FOR THE CITY: Mayor John M. Belk, Councilmembers Fred D. Alexander, Ruth M. Easterling, James D. McDuffie, Milton Short and Joe D. Withrow.

ABSENT: Councilmembers Sandy R. Jordan, and James B. Whittington.

PRESENT FOR THE COUNTY: Chairman W. T. Harris, and Commissioners Peter A. Foley, Phillip E. Gerdes, Elizabeth Hair, and J. Alex McMillian, III.

ABSENT: None.

The Charlotte-Mecklenburg Planning Commission sat with the Council and the County Commissioners, and, as a separate body, held its public hearing on the Zoning petition, with Chairman Tate, Commissioners Boyce, Finley, Jolly, Ross, and Turner present.

ABSENT: Commissioners Albea, Kratt, Moss and Royal.

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CITY COUNCIL CALLED TO ORDER.

Mayor Belk called the City Council to order, and the City Clerk advised a quorum of Council is present.

MAYOR RULES THAT COUNCILMEMBER DOES NOT HAVE A CONFLICT OF INTEREST.

Mayor Belk asked if any member of Council has a conflict of interest in this hearing? Councilman Withrow replied that Mr. Joe Grier, Attorney for the petitioners, has done some legal work for him and his family over the years, and he asked the City Attorney if this would be a conflict of interest; if so he will be glad to withdraw?

Mr. Underhill, City Attorney, advised the City Charter provides two areas in which a Councilmember may be excused from voting on any particular matter before Council. Those two areas are matters involving consideration of the Councilman's own official conduct or matters which may involve his financial interest. From what has just been said, it does not appear to him that Mr. Withrow would be disqualified from sitting or voting in this particular matter because of the fact he has used Mr. Grier in the past as an attorney for personal business which has no relationship to what City Council and the County Commissioners are considering today. He stated in his opinion Mr. Withrow has no legal conflict as such within the means of the City Charter.

Mayor Belk stated he would rule that no conflict exists at this time. Councilman Withrow stated he would be glad to withdraw if Mr. Gerns, Attorney for the protestants, thinks he cannot make an honest decision. After further discussion, the City Attorney stated the City Charter does not permit a Councilmember who is present to be excused from voting on any matters except on the grounds that he mentioned. That he does not think there is such a thing as voluntary withdrawal as long as there is not a legal conflict. That Councilman Withrow has to sit unless there is a conflict in terms of the charter.

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Mayor Belk stated unless there is additional information he would rule there is no conflict of interest.

HEARING ON PETITION NO. 73-14 BY MAMIE R. HERLOCKER, W. O. SULLIVAN, W. O. SULLIVAN, JR. AND MUTUAL SAVINGS AND LOAN FOR A CHANGE IN ZONING FROM R-15 TO O-6 OF PROPERTY ON THE EAST SIDE OF SHARON ROAD, BEGINNING AT SHARON ELEMENTARY SCHOOL AND EXTENDING SOUTHWARD TO SHARON VIEW ROAD.

The public hearing was held on the subject petition on which a protest petition has been filed and found sufficient to invoke the 3/4 Rule requiring six (6) affirmative votes of the Mayor and City Council in order to rezone the property.

Mr. Fred Bryant, Assistant Planning Director, stated the actual request for change varies slightly between the city version and the county version. The county petition is Petition No. 73-27C and represents a request to change the zoning from R-15 to O-9 which is an office classification, and is a tract of land located just adjacent to the city limits of Sharon Road. The City Petition is Petition No. 73-14 and is a request for a change from R-15 to O-6. The County does not have an O-6 classification, and that is the reason for the two classifications.

Mr. Bryant stated the property fronts better than 740 feet on Sharon Road, and has a depth of 431 feet along Sharon View Road. The property inside the city roughly is about through the middle of the property; the city line is 200 feet east of Sharon Road, and the property is divided about equally between the city and the county area. The property is occupied by several single family homes and there is one non-conforming structure located on the northwest corner of the property which is used for a laundry and dry cleaning establishment. To the north of the property is Sharon Elementary School; to the east are large parcels of land that extend back rather deep from Sharon View Road and there are single family homes on the Sharon View Road frontage. To the west across Sharon Road the area is occupied by single family houses; there are single family homes at the intersection of Hazleton Drive and Sharon Road, and two single family homes to the south; at the northwest segment is a small apartment development known as Olde Towne. Further north is the beginning of a business area that is associated with the Sharon Shopping Center. He pointed out the Presbyterian Nursing home located on the west side of Sharon Road and the vacant property which is immediately opposite the subject tract across Sharon View Road.

He stated the property immediately around the subject property is single family to the west, south and to the east. Everything east of Sharon Road is R-15 and everything west is R-12. Beginning to the north of the property along Sharon Road is a different type zoning. The Olde Towne Apartment area is R-12MF; and immediately beyond begins the B-1 area to accommodate the Sharon Shopping Center. North of the school which is zoned R-15 is a small area of office zoning and beyond that begins the B-1.

Mr. Joe Grier, Attorney for the petitioners, stated the single family zoning was placed on the property as a part of the community wide zoning about 1961. Since that time there have been substantial changes in the area. In 1960 the census population was 7685; in 1972 it was 20,979 which is an increase of from 7600 to more than 20,000 people in that period. In that time there have been a great many buildings built in the area which were not there in 1961. Reference has been made to the apartments and to the shopping center which lies between the subject property and the Fairview intersection. He stated at the intersection are four service stations; there are banks in the area and offices and there is the SouthPark Shopping Center. What was a rural community area in 1961 is now heavily populated by these things. As a result, there has been a substantial increase in the amount of traffic. In 1966 Sharon Road was carrying 9600 vehicles in a 24 hour period. In 1972 it was carrying 14,000 vehicles, an increase of more than 50 percent. In 1966, Sharon View Road was carrying 5600 vehicles, in 1972 it carried 8400 vehicles. In 1969 so much traffic had accumulated at that intersection the city installed a traffic light; in 1961 it was a two lane road, about 1968 the city four laned the road. On the city's plans for traffic improvement in 1973 a fifth lane is to be added at this intersection as a part of the Fairview extension.

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He stated taxes on the property have gone up very dramatically in the 10 year period. Mrs. Herlocker alone is paying nearly \$1,000 in taxes, which is more than a widow can alone to pay on a single family residence. There have been other changes in the years; when zoning first came in the thought was that every area had to be pure - either residence, office, or business. Time has proved that has disadvantaged consequences. Traffic that comes about in having to go from where you live to where your work and back indicates that in these times it is better to have nice office buildings adjacent to where people live, than it is to have purely separated areas. The best use that can be made of the property is something else.

Mr. Peter Gerns, Attorney for the opposition, stated he represents the people who live directly across from the proposed zoning tract and they are opposed because they feel the best use is being made of the land at the present time. That Mr. Grier made reference to the traffic pattern which has developed over the years; if office use is made of this corner, the traffic pattern will increase. He referred to a map and pointed out the property requested rezoned. He stated if this property is rezoned to O-6 and O-9, someone will have to turn into this property to go to work; if the traffic is going south on Sharon Road it is going to have to make a left turn. The traffic there now is heavy. He passed around a picture taken this morning and called attention to the traffic which was backed up all the way from Sharon Road on Sharon View Road. This is not a pretty picture and if the property is rezoned, the traffic will not diminish, but it will do so when Fairview is cut through and the traffic will come through from the east into Fairview; they feel the zoning now in effect is the proper zoning. He stated they regret Mrs. Herlocker has to pay \$1,000 in taxes; but they are talking about zoning, and zoning is not for private use but public use. This property is in an area that lends itself to residential use and will do moreso when Fairview is cut through.

Also speaking against the petition were Mr. Russ Kockman, 3336 Tinkerbelle Lane in Mountainbrook; Mr. Charles W. Lent, 3416 Cambria Drive, and President of Mountainbrook Civic Association, speaking for over 600 residents in opposition, and Mrs. Richard (Kitty) Albright of Sharonwood Lane.

Speaking for the petition was Mr. Ed DeArmon, Attorney for Mrs. H. C. Williams, owner of the property immediately across on Sharon View Road, and Mr. Eric Jonas, Attorney for Ferebee Walters & Associates who proposed to purchase the Herlocker property subject to the rezoning of the property. Mr. Jonas stated his clients plan to erect an office building on the site; that Mr. Scott is presently serving as president of the American Institute of Architects, and his reputation is well known.

Mr. Grier stated the people who have spoken in opposition live in Mountainbrook or in residential developments on the opposite side of Sharon View Road. These people are the ones creating the problem. It is the development in that area and back towards town that is causing the traffic to go up and down. It is unfair to Mrs. Herlocker and the other petitioners who have their property in between and does not allow them to make the best and highest use of the property. The people whose property are immediately adjacent are all in favor of the petition. He stated there is a Mrs. Seigle and Mr. Gary Helms, who lives behind Mr. Sullivan; property down Sharon View Road is owned by Mr. Conner, and Mr. Beatty Cooper, and he has letters from all of them supporting the petition. He stated the people who protest either live way off in Mountainbrook; Mountainbrook has restrictions in its deeds as does other developments sufficient to give them the protection they bargained for when they moved in. The restrictions are for 25 years duration, and through these restrictions at the end of that time, those owning the property can take another look and see if the circumstances have changed. He stated his clients need to have their property zoned to suit their best use.

Mr. Grier stated in his view the choice is between multifamily residence and office use, and it seems to him an office use is more desirable from the point of view of the owners, and it seems to him that office use is better for the people who live there, than an apartment house with a lot of people and a lot of cars.

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Mr. Gerns stated he represents not just the people in Mountainbrook, but all the people across Sharon Road who are most intimately affected. Mr. Gerns filed with the County Clerk a petition opposing the change in zoning containing 612 signatures.

Council decision was deferred for a recommendation of the Planning Commission.

APPRECIATION EXPRESSED TO THE COUNTY COMMISSION FOR THE JOINT SESSION.

Mayor Belk expressed his appreciation and the appreciation of the Council for the cooperation between the City and County. That he feels these meetings will be more beneficial as time goes along.

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A regular meeting of the City Council of the City of Charlotte, North Carolina, was held on Monday, May 14, 1973, at 3:00 o'clock p.m., in the Council Chambers, City Hall, with Mayor John M. Belk presiding, and Councilmembers Fred D. Alexander, Ruth M. Easterling, James D. McDuffie, Milton Short, and Joe D. Withrow present.

ABSENT: Councilmen Sandy R. Jordan, and James B. Whittington.

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INVOCATION.

The invocation was given by Councilman James B. McDuffie.

APPROVAL OF MINUTES.

Upon motion of Councilman Withrow, seconded by Councilwoman Easterling, and unanimously carried, the minutes of the meeting on Monday, May 7, 1973, were approved as submitted.

RESOLUTION CLOSING A PORTION OF CHELVESTON DRIVE, IN THE CITY OF CHARLOTTE, NORTH CAROLINA.

The public hearing was held on the petition of the City of Charlotte to close a portion of Chelveston Drive.

Mr. Hopson, Public Works Director, stated from an engineering viewpoint they are recommending that a part of Chelveston Drive and Donald Ross Road be closed in relationship to the Clanton Road project. In their deliberation and planning of this road they feel if these two roads are left open when they are so close to the intersection of the new Clanton Drive it would create a safety and traffic hazard. Also these roads are not needed as there is other access into the area. In addition the right of way costs would be reduced approximately \$22,000, or maybe more, because they would leave parcels of land all together rather than splitting the highways themselves. He stated they with the people in Clanton Park, and a majority of them would like to have Norwich Place itself left closed. That he cannot see that would affect what they are asking today. They will go ahead and build Clanton Road, and then the determination will be made by Council whether to actually close Norwich Place. Someday it will be necessary to open it. They would recommend that it be opened from the start after the completion of Clanton Road; but that determination must be made by Council.

Mr. Hopson stated today they are asking that the portion of the highway shown as Donald Ross Road and Chelveston Drive be closed. Councilman McDuffie stated Mr. Hopson has mentioned Norwich Place; is Council saying one way or the other on it today? Mr. Hopson replied they will be building in there as there will be no chance forever of getting these people in and out of there. They suggest that they go ahead and build it and the determination be made by Council whether to block it off after it is built. Councilman McDuffie asked about making it out only in the beginning, and then opening it up later? Mr. Hopson replied it can be done several ways. With the closure of Chelveston Drive there will be only one way to get into West Boulevard, and after these people live with this awhile, they may find they have to have it open. Mr. Hopson stated there was no opposition at their meeting with the residents on the actual construction of Clanton Road.

Councilman Withrow stated he does not think the residents would mind the Engineering Department cutting the slot in; but they would mind cutting the street and opening it up.

Mrs. Clea Potts stated after their meeting with Mr. Hopson and his staff their group went into session and voted to keep Norwich Place closed.

Mr. Thaddeus McFadden, 1423 Chelveston Drive, stated he is against the closing of Norwich Place; that he would like to see two ways out and two ways in.

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Mrs. Maggie Kanipe stated she is for leaving Norwich Place closed; they passed around a petition to all the residents and all but three people signed to keep the street closed. After their neighborhood meeting when the City staff came out and talked to them, the neighborhood group as a whole voted to keep Norwich Place closed except four of the people. She stated there are approximately 42 children on Wickham Lane and Norwich Place. At present the children are playing at the deadend of Norwich Place. That when she purchased her house, she purchased it because this was a secluded area, and both streets were dead-end, and she felt her children could play out there and be safe, and there would not be a lot of traffic coming in and out. If Norwich Place is opened, it will endanger the children because there will be people coming down who are lost and wanting to reach Clanton Road. Very few people turn left on Norwich Place and turn left on West Boulevard who live in Barringer Woods.

Mr. Issiah Robinson, stated he lives on Chelveston Drive and he is opposed to closing Norwich Place for the same reason as Mr. McFadden. It will create a problem during the rush hours getting in and out. There is a school in the area and this will add to the problem.

Mr. Hopson stated their object is to build Clanton Road, from Sergeant Drive up to and intersect Donald Ross Road. They are recommending the closing of the two streets in order to get them away from the two intersections as it is too close together to be safe. Also there is a hill, and the site distance is bad. By closing Chelveston Drive it would make a piece of land more valuable to the owners so that it would not cost the City near as much to follow the right of way through the same parcel of land. There is an economic and safety reason. The neighborhood itself wished to keep Norwich Drive closed even after Clanton Road is built. Barringer School is served by Walton Street, and the subdivision is also served by Walton Street. He stated they would propose that they are going to need Norwich Place later on but he is talking about a year and a year and a half from now. The residents are saying now when Clanton Road is completed they would like to keep Norwich Place closed. That this street has always been deadend as this part of Clanton Road has not been built. This is a new street through the Dalton Village Development.

Councilman Alexander asked if any of the houses will have to be moved in this area of Chelveston, and Mr. Hopson replied some of the houses have already been abandoned. Mr. Hopson stated we have all the right of way now except for the Carolina Country Club, and two other parcels. What is done today will determine the price that is paid for these two pieces of land.

Councilman Short asked if those who live on Norwich exit into West Boulevard by means of the street to be closed, Chelveston? Mr. Hopson replied by Chelveston and Walton Street at present.

Councilman Withrow moved that Council leave the closing of Norwich in abeyance until we get further down the road. The motion was seconded by Councilman Alexander. The motion was left on the table until the next meeting.

Mr. Hopson stated they will wait until the bridge over Old Steele Creek Road is completed before they close Donald Ross Road.

Councilman Short moved adoption of the resolution closing a portion of Chelveston Drive in the City of Charlotte, North Carolina. The motion was seconded by Councilman Withrow, and carried unanimously.

The resolution is recorded in full in Resolutions Book 9, at Page 167.

RESOLUTION CLOSING A PORTION OF DONALD ROSS ROAD, IN THE CITY OF CHARLOTTE, NORTH CAROLINA.

The public hearing was held on the petition of the City of Charlotte to close a portion of Donald Ross Road.

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Mr. Hopson, Public Works Director, advised the same statements made on the closing of Chelveston Drive will apply to the closing of Donald Ross Road.

No one spoke in opposition to the closing.

Councilman McDuffie moved adoption of a resolution closing a portion of Donald Ross Road, in the City of Charlotte, North Carolina. The motion was seconded by Councilwoman Easterling, and carried unanimously.

The resolution is recorded in full in Resolutions Book 9, at Page 169.

PRESENTATION BY THE CHAMBER OF COMMERCE COMMUNITY ACTION COMMITTEE OF MORE STREET LIGHTING IN HIGH CRIME AREAS.

Mr. Charles Wheatley, Member of the Chamber of Commerce Community Action Committee, stated in the four crises that exist in outdoor America today there are highway accidents, crime in the streets, deterioration of the inner cities, and the energy crisis. A partial solution to all these crises is better lighting. Better lighting will decrease the total traffic accidents, curb criminal activities which includes personal assaults, robberies, break-ins and revitalizing the inner-city. All of which they are really concerned about. The energy crisis can partially be solved by the use of better and more efficient means of lighting and lighting sources. Statistics show that over 1/2 of the 57,000 traffic fatalities last year occurred at night; and approximately 6,000 resulted because of poor vision brought about by inadequate lighting. Twelve times as many crimes are committed after dark as committed during the day light hour; four times as many crimes appear on poorly lighted streets. Vandalism and crime after dark cost Americans billions of dollars each year. More important, crime has made fear a way of life for a lot of people. The downtown areas are prime tax source, but with the flight of some businesses and people we could lose these valuable tax sources. Better lighting in these areas can assist in revitalizing our downtown. Better and more efficient lighting can be installed to preserve energy, and therefore help as far as the energy crises is concerned.

Mr. Wheatley stated new types of lighting have been developed in recent years which helps towards this end. A new high pressure service light which has been developed has been used by some of our larger cities to help solve some of the problems mentioned earlier. New York City has installed a new sodium light on about 1200 miles of thoroughfares, and Washington, D. C. recently started a program installing these new high pressure sodium lights throughout the city. Police Chief Jerry Wilson of that city stated their experiences in those high crime areas, where they put the sodium lights, crime decreased as much as 30-35 percent. He stated it is the feeling of the Task Force of the Chamber of Commerce that a Committee should be appointed by the City of Charlotte to investigate the possibility of new lighting to be installed in those areas where it could serve to prevent traffic fatality, curb personal assault, robberies and so forth, and revitalize and improve our downtown area.

He stated now is the time for Charlotte to investigate a program such as this before it becomes too late while we are in the process of revitalizing the downtown; while we are building more streets and thoroughfares, and before the citizens of the City of Charlotte become so afraid, and by then it may be too late. To get an idea of what some of this better lighting can do, he would suggest they ride down College Street tonight between Sixth and Ninth Streets. Through the help of Mr. Hoose's office and the Duke Power Company new high pressure sodium lamps and new mercury vapor lamps are being installed today on this section of College Street to give an idea of what the new lighting will do.

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Mr. Wheatley stated they are not trying to sell any particular type of lamp or fixture; but are suggesting this committee be formed to investigate the possibility of using it. He stated Chief Goodman appeared before their Committee and he says they are working on a plan that will indicate the areas where this would be helpful. Mr. Wheatley stated they asked that these be installed on College Street, between Sixth and Ninth Street, because Chief Goodman suggested this area, which is behind the Library, as being a spot where crime had occurred.

Councilman Alexander asked if they have any suggestions on how this can be financed? Mr. Wheatley replied they do not; but when New York started their program, the City paid 1/3 and the businesses in the area where the lighting was installed paid 2/3. But in discussing this, they felt this would not be feasible at the present time in view of where the lights would probably be installed. They are merely suggesting that something be done, and they feel a committee should be formed to study it, and to come up with some answers. That they stand ready to assist in any way they can.

Councilman Short stated he has discussed this matter with Perry Powell and with Chief Goodman, and he thinks they would agree with what Mr. Wheatley has said that this is basically a good program; it does have potential; and it has proved itself to some degree not only in Washington and New York, but two or three other cities. Councilman Short referred to a map which was given to him by Perry Powell, showing the high crime areas. He stated it is necessary to realize that the types of crime have to be carefully considered in relation to increased street lighting. Indoor type crimes, shoplifting and something of that sort is not going to be related to street lighting. He stated it was the desire of the Community Action Group of the Chamber of Commerce that this matter be considered by City Council prior to the adoption of the budget.

Councilman Short stated he would like to leave on the table until the next meeting a motion to ask the City Manager to comment on this, and to include an opportunity to state something at that time about figures that we might conceivably put into street lighting. The motion was seconded by Councilman Withrow.

Councilman Short stated he is sure the budget has a figure in it for street lighting; so it may be that we will not need any change in the money; it may be that we have the money, and we just want to use the suggestions of the Chamber, and of the computer print-out on the map as a method of spending that money.

Councilman Short stated in some conversations at the Chamber it was mentioned that a program of \$50,000 for new street lighting would be quite effective in this area.

Councilman Withrow stated he will second the motion with the following additions: If Chief Goodman were given the same \$50,000, would he come and speak to Council and tell Council if he would rather have it in lighting or in some other way that would curb crime; perhaps in some other way better than lighting if he had this \$50,000.

Mr. Burkhalter, City Manager, stated if Council would review back in its budgets they would find they have been putting nearly this much in lighting every year. The biggest thing that should be done in street lighting is to get the people to want it. He stated the City gets more cussing from putting the lights up, then it does from not putting them up. That we have streets where we have wanted to put street lights because of certain problems for the two years he has been here, and we have not been able to do it because the people will not let you put the lights on their streets. He stated there is no question about the fact that good street lighting reduces crimes; but it gets to the point where you cannot put any more lights to reduce it.

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Councilman Short stated he is not sure that a query put to Chief Goodman about whether he wants \$50,000 worth of helicopter parts or \$50,000 worth of lights is entirely valid; this figure talked about in the Chamber group was chosen as being one that is just a little more than we would be spending anyway for lights. Councilman Withrow replied he did not mean that Council would give Chief Goodman the \$50,000; he just meant if he had \$50,000 where would he best put it to curb crime.

Councilman Alexander stated in connection with the motion, the report should carry some comparison without existing street lights over whatever other lighting they are talking about; that he does not want to get into a battle with street lighting companies just selling more lights. He stated he would also like to hear a comparison over the value of our existing lighting, and whether or not it is a real improvement, or whether it is a pressure improvement. That he is not saying our lighting is perfect; but you can read pretty well on the streets of Charlotte, even at night. That if Councilman Short's motion also wants to bring back some information on this particular point then he would like for that to be included in the motion.

Councilman Short replied the motion includes several things. One is asking the City Manager and his staff to discuss this, which would mean putting it on the agenda, and the second thing is that he has worded it in such a way to leave on the table a motion that lays a predicate for voting on something that would put some amount of money in the budget for the purchase of street lights. Councilman McDuffie stated that may not be in addition to what we already have.

The vote was taken on the motion and carried unanimously.

Councilman McDuffie asked if the city pays Duke Power by the number of lights on the street, or by wattage? Mr. Hoose, Traffic Engineer, replied they are paid by candle power.

Mr. Wheatley stated they feel there are lots of areas where lighting is not adequate, and determination should be made in the matter of reducing crime, as well as the matter of the energy crisis and the other things.

Councilman McDuffie suggested the Manager include in the report the present method of payments.

STATE HIGHWAY SYSTEM PRIORITY LIST, APPROVED.

The projects for approval as the State Highway System Priority List was presented.

Mr. Hopson, Public Works Director, stated three projects are presently underway in Charlotte. There is the Northwest Expressway which is way beyond the date it should have been constructed, from Independence back towards Church Street. Segments are open; Davidson was partially opened on Saturday. The latest information from the State is that it will be totally completed by late July, or early August.

The I-77 still has problems with the noise abatement program due to the environmental problems; that it is about 30 percent complete, and they figure the total area involving the interchange on I-85 will be completed by mid-1976.

The third project is the overpass at Independence and Eastway, and continuing the Eastway project on around to Monroe Road. That is ahead of schedule and is due to be opened and completed by November.

Mr. Hopson stated in speaking with the State and in coordination with the bond referendum and in taking a look at the capital programs, and the last year's priority, very few changes have been made.

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Mr. Hopson stated they have really made very few changes. Under Freeway System Projects the first is Independence Freeway, from Fifth Street to Kenilworth Avenue. There has been a little problem with Pearl Street Park; the Mayor and Manager have been to Washington, and they feel they have overcome again most of the problems involved. We still have to report back to them certain information; they have had to work with the people in the area, the Park and Recreation Commission, and the State. That report should be back and out sometime this week. It will have to go back through channels. That is the number one project and he hopes it will get off the ground next month.

Freeway No. 2 is from Charlottetown Mall back to I-77. Freeway No. 3 is the widening and interchange problems associated with I-85. All three are needed and all should have been built by now; but there is a tremendous amount of money involved. It will cost somewhere in the neighborhood of \$40 to \$50 million.

Mr. Hopson stated under the Major Road System Construction Projects is the Inner Loop, from Monroe Road over to Woodlawn and as it extends out to the Airport Parkway. It is considered as one project and as the major project. During the bond referendum \$540,000 was approved by the citizens for the city's participation in this project for right of ways and sidewalks. The second project is on Fairview Road Extension, from the area at Fairview Road and Sharon on over to Sardis Road. Item three is The Plaza, and there was money in the referendum recently approved to pay the city's part of The Plaza. Number 4 is Central Avenue from Eastway out to Albemarle Road and is partially funded; \$150,000 has been appropriated by the State, and the project should be underway sometime this year. They know that four lanes will not be adequate; but four lanes will be built so they can add lanes to them at the proper time when the shopping center is developed in the area. Tyvola Road Extension has been switched up and Statesville Avenue dropped down; purely a switch because monies were in the referendum and they feel with that priority they would like to have it as No. 5. The State has appropriated \$50,000 towards this project, and they hope they will put a little more money in as time goes on. The other item under construction is Freedom Drive from I-85 to Mount Holly Road.

Councilman Alexander stated with Statesville Avenue being dropped down, we have also dropped down the Graham and Statesville Avenue interchange under planning. To his mind this is moving it further away; Statesville Avenue is in bad shape as far as sidewalks and children going to school. He stated he is concerned about it being pushed down a little further in years. Mr. Hopson replied these priorities are not coming down the page; the priorities are categories; really they have taken Statesville interchange and combined it with the Graham Street merely for planning purposes. They think the two are closely related and should be planned at the same time. Councilman Alexander stated Graham and Statesville Road are in bad shape as far as traffic congestion and accident percentages increases out there. This disturbs him if it is going to be moved back in any category.

Mr. Hoose, Director of Traffic Engineering, explained the Major Road System Planning Projects. Number one is the Independence Boulevard Corridor; that at the meeting of the Transportation Committee last week a great need was shown for this corridor study; at present it is carrying 45,000 vehicles, and this is the fifth highest in the State. This is in the planning stage as far as the thoroughfare plan is concerned; they recommend from the adoption of the thoroughfare plan, which will probably be presented sometime in the late summer or early fall, going ahead with the study of this area from a zoning standpoint of view what can be done to improve this particular section.

He stated the Thoroughfare Plan updating shows there is a need for a study to be given. The complete report will be given to Council sometime later in the summer or early fall.

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Councilman McDuffie stated we have been trying to get the State to do this study and so far they have not agreed to do it. The City Manager replied the Number One Priority in this thing is that study. Councilman McDuffie stated if they do not do something real soon, then we should just get on with it, even if we have to pay for it.

Mr. Hoose continued stating Second is the New Airport Terminal Entrance Road. They are pursuing a road from the airport parkway facility into the terminal, and from I-85 on the other side into the terminal, with connections to I-85 at Mulberry Church Road.

Third is the Outer Belt Loop Corridor Study; and in three separate plans presented last Thursday the outer belt road showed up in all plans. They feel this is a very important study and should be taken into consideration for the protection of the right of way, and some steps be taken so that as soon as the corridor is established in this report, that sections of the outer belt be recommended for purchase; or protect the right of way through a study of location of the right of way and what is needed in this particular area. Until the Corridor is set, and the engineering done as far as right of way; then he thinks we should proceed in it.

Fourth is Thirtieth Street. This is a connection between North Tryon Street and Independence Boulevard which the State did not feel was ready for construction at this time; and they were not willing to take on the project until more planning has been done.

Fifth is Graham Street and includes the interchange with Statesville Road. They are asking that the right of way be protected and a study be conducted on Graham Street; that it is four lanes now, and they are asking that it be made six lanes and in some sections seven lanes. Part of the study is completed; but the planning should continue to take in this interchange at Statesville Road, down to the Northwest Expressway. This is all a part of the Graham Street widening project.

Sixth is North Tryon Street. They are asking for a restudy on some of this due to the fact grade crossing and grade separation is causing some problems. Some problems have been resolved, and they are asking that some study be given to improving this to six lanes with four lanes one-way pairs in one area.

Seventh is the Park Road Relocation. This is to straighten out Park Road between Park Road and Fairview. This is a 1.3 mile stretch to tie in Park Road at Frederick Place. This will be a new alignment to increase the capacity to serve the area of Park Road and Fairview development. They also feel this is a very important project and should be in the planning stage.

Councilman McDuffie stated there is to be a neighborhood meeting in the Matheson Avenue-Thirtieth Street area in a couple of days. He asked how far down the road is there a possibility of any construction on this? Mr. Hoose replied it is strictly in planning; all they have on the map on Thirtieth Street is the established corridor. Councilman McDuffie asked if it will probably be five or six years away, and Mr. Hoose replied it probably will.

Councilman Alexander stated he is disturbed about Graham Street and Statesville Avenue being dropped low in priorities. That leaves him to feel that we are a few years away from getting any concrete laid out there, and to improve the situations out there. The planning and construction has dropped almost to the bottom of our priorities here; that means we are way over in the field towards getting any relief there. That he just cannot see that.

Mr. Hopson stated Mr. Perrin Anderson, the local Highway Commissioner, is co-chairman of an ad hoc committee that will report to the whole Commission on June 6 on all the priorities throughout the State of North Carolina. At that time, Mr. Anderson will present, for the first time, a capital improvements program for the whole state. That is one reason it is so urgent that the City of Charlotte get to the staff its best thinking in the next day or two. All projects in the whole state of North Carolina will be

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\$40.0 million; that means we have to match our costs, our needs, our plans with all the rest of the State to get our share of this \$40.0 million annually for our urban aid gross. In addition to that, all the current projects, all the cities, counties and rural areas have sent to this Committee a total of \$1,600,000,000. They have available \$150,000,000 a year for all those projects; which means they have an eleven year program. If Charlotte comes out on this with the three or four top priorities in the number one priority of this ad hoc committee, we will fair very well. That is the reason it is so important to determine in our own minds which of these we really want to fight for; we are fighting now, not just Gaston County or Raleigh, we are fighting every place in the state.

Councilman Alexander replied he is aware of all that; that is why he is disturbed about Graham and Statesville Avenue and that area out there. He feels it should have as strong a priority in some sense as some of these others in view of all these things Mr. Hopson has talked about. Here we run into a situation where all the people who live on the west side of town are involved in what we are talking about right now, and practically all of them are blacks. Aside from that, where do we stand in getting them involved in community projects to support a bond issue where the biggest thing that affects them is being shoved to the bottom of the heap. If we are going to recommend to drop it down to the bottom anyone knows that means it will be shut out practically. It may be shoved out if it is number one; but at least we are showing some concern. Here we are showing none at all, or at least we are saying this is not that important and this is why it is dropped to the bottom.

After further discussion, Councilman Alexander moved that Graham Street (including Graham-Statesville Interchange) No. 5 under Planning Projects, be moved to No. 4 on the list, and Thirtieth Street, No. 4 on the list be moved to No. 5 on the list. The motion was seconded by Councilman Short, and carried unanimously.

Councilman Alexander stated he is equally concerned about the position of Statesville Avenue under the construction projects.

Mayor Belk asked if anyone knows when Highway 115 is scheduled; that is located north of Statesville Road? Mr. Readling, City Engineer, replied it is an approved project; it is not scheduled at this time; but is one that will be considered when all the others are considered.

Councilman McDuffie stated he had understood that the engineering has been done on The Plaza. Mr. Hopson replied it is being completely revised as it is obsolete.

Councilman Short stated he made a review of these priority lists that have been approved over the past five years; actually Statesville Avenue was in sixth place five years ago, and it is in sixth place now. The street he is interested in is North Tryon Street; this street has dropped 13 positions in the last five years. Five years ago, it was No. 2 on the active list; it is now No. 6 on the planning list, and has dropped 13 positions. Far more than the drop of emphasis on any of the several that have dropped.

He stated North Tryon Street in setting it up as one-way pairs, a plan we are all familiar with, using North Church Street and Dunloe Street, is just something worth having. That he believes this project can prevent economic deterioration in this area and can prevent economic deterioration in about 55 or 60 blocks, just north of the central business district. That he thinks it would be a mistake (and he is not asking to change these priorities on this list) to give the State the impression that we are no longer interested in this project and this plan. That he thinks there is a double value here. As far as the passage of vehicles through and transportation needs it would be very valuable to have these one way pairs built, and the other that is south of that and north of the one-way pairs on North Tryon Street. In addition putting this plan out there would be virtually like another urban redevelopment project. It is true we would not be buying the land; we would just be putting the street in. To do this in that area where transportation is now so difficult would have a great effect on the value of nearby land, and would improve it. So he thinks there would be a double value there.

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Councilman Short stated Mr. Whittington had asked several members of Council if they could delay action on this as he was unable to be here through problems that he could not cope with, and he has always been greatly interested in this subject. But in view of what Council is advised here about the meeting on Wednesday, and the urgency of this, he wonders if Council actually can withhold on this. Mr. Hopson replied Staff needs Council's advise so they can go to Raleigh on Wednesday and talk to these people; that June 6 is only about three weeks away and it would be almost impossible if it waited until the next meeting of Council. That he believes if Council wants to meet with these people in Raleigh it should be sometime next week.

Councilman Short moved that Council approve the priorities as amended, and have on the next agenda an opportunity for Councilman Whittington to make a comment at the next meeting. The motion was seconded by Councilman Alexander, and carried unanimously.

STAFF AUTHORIZED TO SET UP MEETING THROUGH PERRIN ANDERSON IN RALEIGH ON THE STATE HIGHWAY PRIORITY LISTS.

Mr. Burkhalter, City Manager, stated now that Council has approved the priority schedule, and Council has officially stated in the past a desire to hold a meeting on this matter, and conversations indicated that Staff should invite all these people to Charlotte, knowing the time element involved getting all these people here is almost impossible. If Council would like to meet with these people before this is heard, he thinks a meeting should be set up in Raleigh. It could be a luncheon. He requested Council to authorize staff to set up a meeting in Raleigh whenever it can be arranged through Mr. Perrin Anderson.

APPOINTMENT OF MR. JIM MALCOLM AS ARCHITECT FOR THE CARMEL-PROVIDENCE AREA FIRE STATION AND MR. CHARLES WHEATLEY AS ARCHITECT FOR THE NATIONS FORD AREA FIRE STATION.

Councilman Short moved approval of the appointment of Mr. Jim Malcolm as Architect for the Carmel-Providence Area Fire Station and Mr. Charles Wheatley as Architect for the Nations Ford Area Fire Station. The motion was seconded by Councilman Withrow, and carried unanimously.

PROCEDURES FOR THE SELECTION OF ARCHITECTS AND ENGINEERS, APPROVED.

After discussion, Councilman Alexander moved approval of the procedures for selecting architects and engineers as recommended by the City Manager. The motion was seconded by Councilman McDuffie, and carried unanimously.

The approved criteria is as follows:

1. Must be a registered engineer or architect.
2. To be eligible for city projects must be on list approved by Council.
3. As jobs become available the City Manager will make the recommendation.
4. An attempt will be made to distribute the work to the qualified architects or engineers.
5. Should Council disapprove the staff's original recommendation, the staff will then make another recommendation from the approved list.

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In order for an architect to get on the list, he must submit a resume of his background to any member of Council or to the City Manager. The staff will review the application and pass the information to all members of Council. The application will be held in abeyance for two weeks. If, in that time, no member of Council raises an objection to the City Manager, the name would be added to the list.

The City Manager advised the idea is for Councilmembers to give Staff a list of people. There are certain types of architects who specialize in certain types of structures, such as fire stations; but they would try to distribute this equally among architects; they would not violate good practice in giving it to a man who is not a good architect for this purpose; if a man is a good architect and does this type of building normally, he would want to maintain in this structure certain people; and other architects would not be interested. The idea is to rotate among architects who are qualified for the work.

Councilman Short requested that a copy of the minutes be sent to the President of the local Chapter of the A.I.A.

ESTABLISHMENT OF A 1975 CELEBRATION COMMITTEE FOR THE SIGNING OF THE MECKLENBURG DECLARATION OF INDEPENDENCE.

Councilman Alexander moved that a 1975 Celebration Committee of the Signing of the Mecklenburg Declaration of Independence be established. The motion was seconded by Councilman Withrow, and carried unanimously.

RESOLUTION DECLARING THE PUBLIC CONVENIENCE AND NECESSITY REQUIRE THE TAXICAB SERVICE PROPOSED BY THE APPLICATION OF METROLINA CAB COMPANY FOR THE ISSUANCE OF FOUR ADDITIONAL CERTIFICATES TO OPERATE TAXICABS IN THE CITY OF CHARLOTTE.

The public hearing was called on the application of Metrolina Cab Company for the issuance of four (4) additional certificates to operate taxicabs in the City of Charlotte. Council was advised the Taxicab Inspector has found this application to be in compliance with the City Code and not in excess of the demand for taxicab service.

No one spoke for or against the application.

Motion was made by Councilman Alexander, seconded by Councilman Withrow, and unanimously carried, adopting a resolution declaring the public convenience and necessity require the taxicab service proposed by the application of Metrolina Cab Company for the issuance of four (4) additional certificates to operate taxicabs in the City of Charlotte.

The resolution is recorded in full in Resolutions Book 9, Page 71.

ORDINANCE NO. 786 AMENDING CHAPTER 23, SECTION 88.1(a) REGARDING SIGN PERMITS, ADOPTED.

Upon motion of Councilman McDuffie, seconded by Councilman Short, and unanimously carried, Ordinance No. 786 amending the text of the zoning ordinance by rewriting Section 88.1(a) regarding sign permits, was adopted and is recorded in full in Ordinance Book 20, at Page 76.

LEASE WITH FAIRFAX ENTERPRISES, INC. FOR OFFICE SPACE IN CAMERON BROWN BUILDING TO HOUSE DATA PROCESSING AND IMIS DIVISION.

Councilman McDuffie moved approval of subject lease with Fairfax Enterprises, Inc. for office space in the Cameron Brown Building, for an annual rental of \$82,943.00. The motion was seconded by Councilman Alexander.

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Councilman McDuffie asked how much is being spent for this kind of operation? Mr. Burkhalter, City Manager, replied the rentals run about \$100,000 a year.

The vote was taken on the motion and carried unanimously.

ORDINANCE NO. 787-X ORDERING THE DEMOLITION AND REMOVAL OF A BUILDING LOCATED AT 4518 SHARON ROAD PURSUANT TO THE HOUSING CODE OF THE CITY OF CHARLOTTE AND ARTICLE 19, PART 6, CHAPTER 160A, OF THE GENERAL STATUTES OF NORTH CAROLINA.

Pictures of the property to be demolished and removed was passed around for Council to view.

Upon motion of Councilman Withrow, seconded by Councilwoman Easterling, and unanimously carried, the subject ordinance was adopted ordering the demolition and removal of a building located at 4518 Sharon Road declared "unfit" for human habitation.

The ordinance is recorded in full in Ordinance Book 20, on Page 77.

ENGINEERING PROPOSAL FROM J. N. PEASE ASSOCIATES FOR DESIGN OF VEHICLE WASHING FACILITIES, APPROVED.

Motion was made by Councilman McDuffie, seconded by Councilman Short, and unanimously carried, approving the subject engineering proposal from J. N. Pease Associates for design of vehicle washing facility for Motor Transport with the charges not to exceed \$4,500.00.

Councilman McDuffie asked if contractors are charged when city vehicles wash down streets such as Sugar Creek Road, where construction is going on?

Councilman Withrow stated he has received a lot of calls about York Road at the landfill; a lot of trucks are coming out of there carrying the dirt and there is no way to wash the trucks there? Mr. Hopson stated there is a new asphalt road in out there now and it is kept clean all the time. That he would take a look at it.

ORDINANCE NO. 788-X AMENDING ORDINANCE NO. 520-X, THE 1972-73 BUDGET ORDINANCE TRANSFERRING FUNDS TO PURCHASE A PAVEMENT MARKING MACHINE TO REPLACE THE 1966 MODEL.

Councilman Alexander moved adoption of subject ordinance transferring \$60,000.00 for the purchase of a Pavement Marking Machine to replace the 1966 model. The motion was seconded by Councilman Short, and carried unanimously.

The ordinance is recorded in full in Ordinance Book 20, on Page 78.

SETTLEMENT IN THE CASE OF NANNIE LEE DODD VS. CITY, APPROVED.

Upon motion of Councilman Alexander, seconded by Councilman Withrow, and unanimously carried, settlement, in the amount of \$800.00, was approved in the case of Nannie Lee Dodd vs. City, for personal injuries occurring on December 11, 1969, as recommended by the City Attorney.

ENCROACHMENT AGREEMENTS WITH THE STATE HIGHWAY COMMISSION, APPROVED.

Motion was made by Councilman Withrow, seconded by Councilman Alexander, and unanimously carried, the following encroachment agreements with the State Highway Commission, were approved:

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- (a) Encroachment Agreement permitting the City to construct a 10-inch structural steel pipe sanitary sewer line beginning at the northern end of Norfolk and Southern Railroad Bridge on the east side of Highland Avenue.
- (b) Encroachment Agreement permitting the City to construct a 12-inch C. I. water main beginning at the intersection of Tuckaseegee Road and Westerwood Drive.
- (c) Encroachment Agreement permitting the City to construct a 8-inch VCP sanitary sewer line within the right of way of Old Concord Road, SR2939 and Orr Road, for sanitary sewer to serve Haverty Furniture Company, at Old Concord Road.
- (d) Encroachment Agreement permitting the City to construct an 8-inch VCP sanitary sewer line within the right of way of South Boulevard, US 521, to serve 4337 South Boulevard.
- (e) Encroachment Agreement permitting the City to construct a sanitary sewer line in US 29, North Tryon Street, southwesterly from the intersection of North Tryon Street and Sixteenth Street.

AGREEMENT WITH THE SOUTHERN RAILROAD COMPANY FOR THE CONSTRUCTION OF THE OLD STEELE CREEK ROAD BRIDGE OVER SOUTHERN, AUTHORIZED.

Councilman Alexander moved approval of subject agreement with the Southern Railroad Company for the construction of the Old Steele Creek Road Bridge over Southern, which motion was seconded by Councilman Withrow, and unanimously carried.

PROPERTY TRANSACTIONS AUTHORIZED.

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

- (a) Acquisition of 15' x 456.87' of easement on West Sugar Creek Road at Merlane Drive, from Carter L. Redd, Jr. and wife, Sarah A., at \$450.00, for sanitary sewer to serve 4600 Interstate 85 - North.
- (b) Acquisition of approximately 74,596 square feet of easement in Windsong Trails Development, off Windsong Drive, from John Crosland Company, at \$1.00, for 8-inch trunk to Windsong Trails Project.
- (c) Acquisition of 20' x 1,571.87' of easement at 500 Tuckaseegee Road, from the Klingbeil Holding Company, at \$1.00, for Sanitary Sewer to serve The Heritage Project.
- (d) Acquisition of 15' x 1,263.01' of easement at 1000 Amble Drive, off West Sugar Creek Road, from Millard Brady Thomas, Sr. (widower), at \$2,400.00 for sanitary sewer to serve 4600 Interstate 85 - North.

SPECIAL OFFICER PERMIT AUTHORIZED.

Motion was made by Councilman Withrow, seconded by Councilman McDuffie, and unanimously carried, approving the issuance of a Special Officer Permit for a period of one year to Edward W. Moss, Sr. for use on the premises of Charlottetown Mall, Inc.

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CONTRACT AWARDED PIEDMONT GRADING COMPANY FOR NEIGHBORHOOD DEVELOPMENT PROGRAM N. C. A-3, DOWNTOWN URBAN REDEVELOPMENT AREA.

Councilman Alexander moved award of contract to the low bidder, Piedmont Grading Company, in the amount of \$5,900.00, for Neighborhood Development Program N. C. A-3, Downtown Urban Redevelopment Area, which motion was seconded by Councilman McDuffie, and carried unanimously.

The following bids were received:

Piedmont Grading Co.	\$5,900.00
William H. Robertson Const. Co.	7,000.00
Bill Killon	7,300.00

CONTRACT AWARDED THE ONLY BIDDER, THE FORD METER BOX COMPANY, INC. FOR WATER METER YOKES.

Upon motion of Councilman McDuffie, seconded by Councilman Alexander, and unanimously carried, subject contract was awarded the only bidder, The Ford Meter Box Company, Inc., in the amount of \$15,393.00, on a unit price basis, for water meter yokes.

CONTRACT AWARDED THE LOW BIDDER, MOTOROLA, INC. FOR CLOSED CIRCUIT TELEVISION AREA SURVEILLANCE CONTROL CONSOLE FOR THE LAW ENFORCEMENT CENTER.

Motion was made by Councilman McDuffie, seconded by Councilman Withrow, and unanimously carried, awarding subject contract to the low bidder, Motorola, Inc., in the amount of \$7,409.00, on a unit price, for Closed Circuit Television Area Surveillance Control Console for the Law Enforcement Center.

The following bids were received:

Motorola, Inc.	\$ 7,409.00
Southeastern Sight & Sound Co.	10,366.34

PROPOSED SUMMER SCHEDULE FOR COUNCIL MEETINGS, APPROVED.

Councilman Alexander moved approval of the following summer schedule for Council Meetings, which motion was seconded by Councilman McDuffie, and unanimously carried:

JUNE

June 4, 1973	Council Meeting
June 11, 1973	Budget Hearing
June 18, 1973	Council Meeting and Zoning Hearing
June 25, 1973	No Council Meeting

JULY

July 2, 1973	Council Meeting
July 9, 1973	No Council Meeting
July 16, 1973	Council Meeting and Zoning Hearing
July 23, 1973	No Council Meeting
July 30, 1973	Council Meeting

AUGUST

August 6, 1973	No Council Meeting
August 13, 1973	Council Meeting
August 20, 1973	No Council Meeting
August 27, 1973	Council Meeting and Zoning Hearing

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SEPTEMBER

September 3, 1973
September 10, 1973
September 17, 1973

Holiday (Labor Day) No Council Meeting
Council Meeting and Resume Regular Schedule
Council Meeting and Zoning Hearing

ITEM OF CITIZEN PARTICIPATION IN NEW STRUCTURE TO BE PLACED ON COUNCIL AGENDA FOR DISCUSSION.

Reverend Ezra J. Moore, Pastor, First United Presbyterian Church, stated he is appearing on behalf of citizens involved in the Model Cities program who would like further involvement in the better community development act. They as citizens are interested in the welfare of our city. He stated they wish to speak about the plight of the inner-city people; what affects one citizen must of necessity in the long run affect all citizens.

Reverend Moore stated they are not asking for a handout, but for an opportunity. An opportunity to continue to work to their ultimate goal of preparing residents to be productive, self-sustaining citizens who can hold their heads high and take their rightful places in the society of producers. Unfortunately, because of so many inequities in the past, they find that for some there is a need for help. Model Cities and other programs of this nature have provided this help to a very large degree. The most tragic thing that could possibly happen at this stage of the game is to totally destroy these programs. He stated they cannot over-emphasize to the city fathers that is the very best way to destroy hope. They cannot believe that the elected representatives who hold the trust of this community are in the business of destroying hope.

He stated they have been enabled to gain this hope because many residents, who in the past have never had an opportunity to become involved, have been afforded that opportunity; but to say to them now that they can no longer be involved is to them like returning to the dark ages.

Reverend Moore stated they urge Council as enlightened sensitive leaders of the community to show the same interest that they showed when they requested the social programs that have done so much to change the life style of so many inner-city residents. It is extremely essential to the residents that participation continue. They are asking Council not to destroy what has been built; they are asking Council to use the Model Cities Citizen Participation structure as a part of the total city-wide citizen involvement effort. Because of Model Cities citizen participation efforts, many citizens are involved in voting, precinct level politics, community health activities and they realize what was possible at this time.

He stated it has been because of model citizens participation staff, working with other civic minded organizations, that hundreds of their children have been able to attend summer camps, scouting activities, summer theatres, and they have been helped in summer employment. Because of the small dedicated staff of citizen participation workers, they have been involved at least in model cities activities. One of their prides and joys has been the Model Cities Boards and Task Forces; because of these boards many residents have gained a sense of self worth. They have had the feeling of what's it all about to make a decision that will have far reaching affects on their lives and involve thousands of dollars. They are saying they have no desire to go backwards in time. They want to participate in the planning and execution for better community activities; and they want the best of the Model Cities program to continue and to expand as it is because of these programs that many model cities residents have better health, better jobs, better education and better understanding of how things that affect people are operated.

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Councilman Alexander stated he receives the statement made by Reverend Moore with much concern; that he thinks it is a fact that much has been accomplished through our Model Cities Program, and in citizen participation. That he has worked closely with many of the citizens who have been closely participating in this form of our social community activities; and he has seen much improvement in individuals; and has seen much improvement in community involvement; and has seen much improvement in the willingness to participate in community activities, even government sponsored projects in a positive manner, which we had not had prior to the coming of the Model Cities Program. That he believes in the philosophy of citizen participation.

Councilman Alexander moved that the item of citizen participation in our new structure be placed on council agenda for discussion. The motion was seconded by Councilman Short.

Mayor Belk stated this is one of the better parts of Model Cities; and he will do everything to help build our future in backing this personally.

Councilman Alexander stated by placing this on the agenda for discussion, it will lead to some council resolve in giving the administration some direction in how and where we want citizen participation to fit. This is what the people are asking for; and it has been discussed in the model neighborhood commission; a representative from the Model Neighborhood Commission has met with the Mayor and the City Manager on the same matter. The citizen participation structure itself of Model Cities has discussed the meaning of participation and their concern about their welfare as regards it. That he thinks the city staff is amenable to showing some consideration to the citizen's concern, and this is why Council needs to discuss it so they can know that Council shares the concern as giving here today.

Mr. Burkhalter stated the citizens are asking for assurance that they will be involved in this planning. Councilman Alexander stated they want to be assured that citizen participation will have some form in the new procedure under the new structure that must be implemented under the existing guidelines established now through revenue sharing.

CITIZENS OF STARMOUNT, HUNTINGTOWNE FARMS AND BEVERLY WOODS COMMUNITIES ADVISE COUNCIL THEY WILL SHOW SOME ALTERNATE ROUTES AND OTHER PLANS FOR THEIR COMMUNITY IN PLACE OF THE STARBROOK BRIDGE THAT IS NOW BEING CONSIDERED.

Mr. Lester G. Nash, for the Citizens of Starmount, Huntingtowne Farms and Beverly Woods Communities, passed around maps of the area of the proposed Starbrook Bridge and stated the following:

"We, the property owners of Starmount, Huntingtowne Farms and Beverly Woods Communities petition the City Council requesting further study be given to the proposed Chandworth Road-Starbrook Drive-Arrowood Road thoroughfare plan, before approving funds on the design and right of way acquisition for the Starbrook Bridge.

Since the Starbrook Drive thoroughfare was planned in 1960, the communities of Starmount, Huntingtowne Farms and Beverly Woods, have been developed, each with definite boundaries and neighborhood pride. With the development of these communities, three (3) elementary schools have been built (Starmount Elementary, Huntingtowne Farms Elementary and Beverly Woods Elementary). The Huntingtowne Farms Park with playground, tennis courts and swimming pool has been developed.

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The proposed thoroughfare would split all three (3) communities in the middle, destroyed their spirit and community pride. It would create unnecessary safety hazard problems to our children on their way to school. (We have requested the Land-Sites Committee of the School Board to send their recommendations to the City Council concerning the safety hazard this thoroughfare would create). The thoroughfare would transform the Huntingtowne Farms Park from a neighborhood recreation area and playground to an open theatre for the traffic flow.

It would completely destroy the Sharon Public Golf course which is the only facility of its kind in the entire area.

Our communities have questioned why the aforementioned developments were allowed to be developed in their present form after the 1960 plan.

Why are the majority of houses along the proposed thoroughfare facing the street and with their driveways entering same?

Why have two (2) elementary schools been built on the proposed thoroughfare and one (1) a mere one-half a block way with the obvious future safety hazards?

Why place a park and playground area where it will be split by a bridge and thereby disturb the tranquility for which this type of area is designed?

We feel the construction of the Tyvola thoroughfare will relieve the need for the Chandworth Road-Starbrook Drive-Arrowood Road project. We also feel an alternate route could be proposed mutually benefiting our communities and better traffic flow. It is our belief thoroughfares are to serve the citizens in the area in which they are built. If the citizens believe it will not serve them properly then the project becomes a waste of money and the destruction of a neighborhood.

The property owners of Starmount, Huntingtowne Farms and Beverly Woods communities have joined together in a spirit of cooperation to improve our area and we are now preparing a presentation for the City Council which we hope to present in the near future.

In this spirit of cooperation, we wish to extend to the City Council our pledge and willingness to cooperate with you in all matters and mutually arrive at conclusions which will preserve our residential neighborhoods and serve our citizens with improved traffic flow.

We would appreciate a report on the results of the study, stating what actions are taken and their reasons.

We are working hard to preserve our neighborhoods - we hope you will help us."

Mayor Belk stated he would like to thank Mr. Nash for his interest in this endeavor.

Councilman Short asked Mr. Nash if he stated that his committee would give Council their study? Mr. Nash replied they are preparing a presentation now to be given to Council in the near future whereby they would show them some other things that they did not want to bring up today and take up Council's time. That they do want to show Council some alternate routes that they believe would be helpful and some emergency vehicles areas that they feel would be satisfactory to Council.

Councilman Short asked if Chandworth is still on the arterial plan and the Public Works Director replied all we are talking about right now is a bridge to get from one section to the other.

Councilman Short stated they are thinking about what might ultimately happen on beyond and soforth.

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RESIDENTS UNITED TO PRESERVE AREA-5 ISSUE INVITATIONS TO MAYOR AND COUNCIL TO ATTEND PUBLIC HEARING IN THEIR NEIGHBORHOOD ON FRIDAY, JUNE 8, 1973.

Mr. Jim Knupp, 3301 North Hampton Drive, in the Spring Valley Development, stated he represents and is Co-chairman of the neighborhood group called RUPA-5. This stands for Residents United to Preserve Area 5.

Mr. Knupp stated during the recent bond referendum, Council went on record indicating a desire to ask the citizens of Charlotte to have a voice in city government. Their group has some doubts, questions and concerns, centered primarily over the relocation of Park Road. He stated they have held some meetings, they have organized for this cause, and they felt it was time to establish some communication with the Council.

He stated they plan to hold a public hearing concerning this relocation, and his purpose in coming today is to give the Councilmembers individually an opportunity to learn how they feel about the relocation of Park Road, and they want to extend a formal, personal and direct invitation to the Council collectively and to each member individually to attend their hearing. The date tentatively established is Thursday Evening, June 7. However, their chief concern is for Councilmembers to be present at the hearing. He stated in this light they have remained flexible and made plans for the hearing site so they can have the hearing any day that week, which would be Monday, June 4 through Friday, June 8; their preferred date is Thursday, June 7.

Mr. Knupp requested each Councilmember to check his calendar and to leave word with the City Manager by Tuesday afternoon so RUPA-5's secretary can contact him and set a date in that week that will be most suitable.

The City Manager advised that Council is scheduled Monday through Thursday of that week for budget reviews. A number of the Councilmembers stated they would not be able to attend the hearing if it is changed to Friday, June 8 either.

Councilman McDuffie stated Park Road relocation must be four, five or six years away; that it has been on the map since 1960, and his idea of a public hearing is to give both sides an issue; which means that our engineering department could present the entire road plan to this group, just as has been done today. Once one sees the whole map, and every street an integral part of it, then all one needs to do is start chopping holes in it, and pretty soon you do not have a road plan. If these people have an open mind and are really interested in the whole road plan, then he can be there Sunday afternoon or seven o'clock on a morning. But if it is going to be a position where they are going to tell Council they do not want their street widened under any circumstance, then he does not know who will gain from that.

Mr. Knupp stated they have some questions, and they want the opportunity to let Council know how they feel.

Mayor Belk stated if he cannot be present, then there will be someone there to represent the city regardless of when it is. But he will try to work it out to be there himself. That he is sure all members of Council will try to work it out if they possibly can.

Mr. Knupp stated they held the hour open to be flexible; but it will probably be 7:30 or 8:00 o'clock in the evening, and probably at one of the elementary schools.

After some discussion, Mr. Knupp advised the City Manager that the meeting will be held on Friday, June 8, at 7:30 or 8:00 at one of the elementary schools. He stated they have approximately 100 people attending each of their meetings but they are not always the same people; they are from Spring Valley and Parkstone Subdivisions, and there are about 400 people in the areas.

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NORTHWEST COMMUNITY ACTION ASSOCIATION ISSUES INVITATION TO MAYOR AND COUNCIL TO ATTEND HEARING IN THEIR AREA ON THURSDAY, MAY 24, AT 7:30 P.M. ST. LUKE BAPTIST CHURCH, 1109 RODEY AVENUE.

Mr. Howard Campbell, Temporary Chairman of the Northwest Community Action Association, stated they are still concerned about the capital improvement program and the widening of LaSalle Street, along with other streets that pass through the northwest area. Along this thoroughfare are five schools, four are elementary, and more than 600 boys and girls will be passing back and forth along this thoroughfare. Because of this they have great concern for the safety of these children. In addition they have concern about their homes and properties that will be adversely affected.

Mr. Campbell presented the following letter of invitation:

"The Northwest Community Action Association has scheduled a public hearing at St. Luke Baptist Church, 1109 Rodey Avenue on Thursday, May 24, 1973, at which time we will discuss the proposed projects for widening and extending LaSalle Street through University Park and Lincoln Heights, constructing a new 30th Street through the Statesville Avenue Terrace Area, and widening Norris Avenue through Druid Hills and Tryon Hills. We respectfully request that each of you attend this public hearing. Since each of you must vote on the Capital Improvement Program, of which these projects are a part, you each need to know how the people of these areas feel. We feel that you must know the attitudes of people in our neighborhoods before you vote on the Capital Improvement Program this July, since you have never consulted with us about these projects before.

We are very concerned about the effect these projects would have on our neighborhoods, which are entirely residential. Further, these streets go past five (5) schools, four (4) of which are elementary schools. We hope you are concerned with the safety of our children, as we are.

We look forward to your attendance at this very important meeting at St. Luke Baptist Church, 1109 Rodey Avenue (off Statesville Avenue, Just north of Norris Avenue) on Thursday, May 24, 1973 at 7:30 P.M."

Mr. Campbell stated this is a very important meeting and they would like to have the City Council in on it.

Mayor Belk stated he would be out of town on that date, but there will be someone from the City there to represent the Council. Some members of the Council indicated they would be able to attend the meeting.

Councilman Withrow stated he can go to all these meetings, but he will not be able to give them any information. That he can come and listen. All these people will find that all the Councilmembers are willing to come out and listen and to be sympathetic with their views. But they will not be able to make a decision and commit themselves at these meetings.

Mr. Campbell stated their point is to get the Councilmembers out and to give them their views, and for them to get the people's feelings on what they would like to see, or things to be done. That they want the Council to get the information from the grass roots.

COMMENTS ON COUNCIL'S REACTION TO THE CITIZENS WHO APPEARED BEFORE THEM TODAY AND ON THE CHILDREN'S THEATRE.

Mrs. Robert Skurla stated she has been real pleased to sit in the audience and listen. That Council has asked the people to come and take part in the meeting and they have come and Council is listening, and the people are inviting the Council out into their neighborhoods. That she is very pleased to observe this reaction of Council. She thinks all of this points out the need for the consolidation plan which was voted out last time.

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She stated after the meeting last week, she immediately called Ms. Peggy Robinson and told her that Councilman Short has stated he would have attended the Children's Theatre opening if he had received an invitation; that Ms. Robinson graciously accepted his apology. Mrs. Skurla stated she also checked with the lady who sent out the invitations and there were a number of things that could have happened so that the invitations were not received. They are not sure what happened, but the invitations were sent to the homes.

CITY MANAGER REQUESTED TO START NEGOTIATIONS WITH COUNTY ON ESTABLISHING THE HISTORICAL COMMISSION.

Mr. Burkhalter, City Manager, stated Council has expressed concern about the historical commission and requested the legislature to speed up action on the legislation for a joint commission. This has been done; and it is now in effect. The next movement is up to the Council and the County to pass a joint resolution to establish the historical commission.

He stated the act is not specific as to size. There is a minimum of five members or a maximum of ten members to serve for three years; they have to have certain qualifications in order to be appointed to this commission; and they have to reside in the zoning jurisdiction, so that those appointed by the City will have to be city residents.

He asked if Council would like Staff to start negotiations at the staff level with the county to get this developed? He was requested by Council to start negotiations with the county to develop this commission.

COMMENTS ON SIZE OF NOTICE POSTED ON STREETS TO BE CLOSED.

Councilman Alexander stated he noticed on Chelveston Drive that the notice on the property was only 8 x 11, and it was too small to really attract any attention. He suggested that this type notice be large enough to attract the attention of the public involved. The City Attorney advised there is no set size and the larger notices can be used.

COUNCILMAN REQUESTS THAT TREE ORDINANCE BE ON THE NEXT COUNCIL AGENDA.

Councilman Withrow requested the City Attorney to draw up an ordinance on the tree ordinance and have it on the agenda for the next meeting. Mr. Underhill replied it is in the final form unless the tree commission has made some changes.

CITY MANAGER REQUESTED TO HAVE SOMEONE INVESTIGATE THE COMPLAINT OF RESIDENTS AROUND QUEENS GATE SHOPPING CENTER CONCERNING THE NOISE FROM THE MOTORCYCLES ON THE LOT ON SUNDAYS; ALSO COMMENTS ON ANTI-NOISE ORDINANCES.

Councilman Withrow stated the residents around Queens Gate Shopping Center have filed a petition about the people riding the motorcycles on Sunday. That the people say this is a nuisance to the neighborhood. He requested the City Manager to have this looked into.

Councilman McDuffie asked if the City can regulate the decibel of the mufflers; some of the mufflers on the motorcycles are louder than the others? The City Attorney replied you can but it is a very expensive process as you have to purchase expensive noise measuring equipment to determine decibel readings, and you have to train people to read the machines.

Councilman McDuffie stated there is an increase in the use of the motorcycles and the City is getting larger, and we are going to have to do something. The City Manager stated the City is getting large enough that it should start drafting some anti-noise ordinances. The biggest problem will be in getting the people involved educated. That one city is not large enough to make a manufacturer produce something just for the one city.

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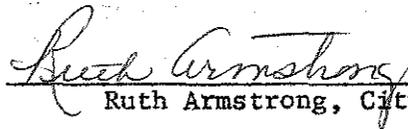
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CITY MANAGER REQUESTED TO HAVE SOMEONE INVESTIGATE THE COMPLAINT OF TRUCKS USING ASHLEY ROAD.

Councilman Withrow requested the City Manager to have someone check on trucks using Ashley Road. That between the hours of five to seven in the afternoon and from five to seven in the morning trucks are using this road. They say the police come out but they do not come when the trucks are using the road.

ADJOURNMENT.

Upon motion of Councilman Alexander, seconded by Councilman Short, and unanimously carried, the meeting was adjourned.



Ruth Armstrong, City Clerk