

May 17, 1976
Minute Book 63 - Page 287

The City Council of the City of Charlotte, North Carolina, met in a televised meeting, on Monday, May 17, 1976, at 7:30 o'clock p. m., in the Board of Education Meeting Room, with Mayor John M. Belk presiding, and Councilmembers Chafin, Davis, Gantt, Locke, Whittington, Williams and Withrow present.

ABSENT: None.

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INVOCATION.

The invocation was given by Reverend Jefferson Kesterson of Thomasboro Presbyterian Church.

APPROVAL OF MINUTES.

Upon motion of Councilman Whittington, seconded by Councilman Withrow, and unanimously carried, the minutes of the meeting on Monday, May 3, 1976, were approved as submitted.

WEEK OF MAY 17 THROUGH MAY 23 PROCLAIMED AS BATTLE OF CHARLOTTE WEEK.

Mayor Belk read a proclamation which he presented to Mr. Bill Hensley proclaiming the week of May 17 through May 23 as "Battle of Charlotte" Week in Charlotte and urging all area residents to take advantage of the rewarding and educational event.

Mr. Hensley accepted the proclamation stating on Saturday and Sunday at the Charlotte Motor Speedway some 6,700 troops, dressed in authentic military uniforms, from all over the east coast will be in Charlotte for the week-end to recreate the history that took place here two hundred years ago. Admission is free. The Battle of Charlotte will be recreated on Saturday, and The Battle of Guilford Court House on Sunday.

Mr. Hensley introduced Major Harry Simmons, Commander of the North Carolina Sixth Regiment, who has spearheaded the re-creation, and has been the driving force behind what they think will be an exciting event.

Major Simmons stated on behalf of the troops of the Continental Army and British Forces he hopes that all of the people of Charlotte and Mecklenburg and Cabarrus will come out this week-end. It is not just a battle they are portraying. It is two days of living history. The troops' wives, children, and everyone will be out there in Revolutionary War attire, 18th Century attire, and the four camps will be open at all times, from 12:30 on Saturday to go through the camp areas. He stated on Sunday morning there is church call at nine with authentic services, and then activities for the rest of the day. The major events are at 4:30 on Saturday and at 2:30 on Sunday.

RECOGNITION OF STUDENTS FROM FIVE POINTS TUTORIAL PROGRAM.

Reverend George Battle, Director of the Five Points Tutorial Program, stated he has with him tonight fifty of the children who have participated in this program, with the others watching on television at home. He thanked Mayor Belk, Councilmembers and the City Staff for making it possible for these children to be present to share in the meeting. He stated they feel their program has been a monumental success and they have enhanced and improved the children's feeling of worth in the school as well as in the community.

Mayor Belk and Council met each of the children and the staff members present.

May 17, 1976
Minute Book 63 - Page 288

ORDINANCE NO. 84-X DESIGNATING A BUILDING KNOWN AS THE LIDDELL-McNINCH HOUSE LOCATED AT 511 NORTH CHURCH STREET IN THE CITY OF CHARLOTTE AS HISTORIC PROPERTY.

The public hearing was called on the question of the designation of the Liddell-McNinch House as an Historic Property.

Sitting with the Council during the hearing were three members of the Charlotte-Mecklenburg Historic Properties Commission, Frances Gay, Walter Toy and Mary Campbell.

Dr. Dan Morrell, Executive Director of the Commission, stated each member of Council has received a three-page report which gives a summary of the house, photographs of the exterior and interior, and a list of the historic properties in the City and County.

Dr. Morrell stated the Liddell-McNinch house is located at 511 North Church Street. He house has associative historic significance in that it was the home of Mr. S. S. McNinch who was Mayor of Charlotte; and it was visited by President William Howard Taft in 1909. Architecturally speaking, it is the most significant dwelling in Fourth Ward. That, unlike so many of the Victorian houses of Charlotte, this retains its interior integrity in great detail and in great lavishness. It has been selected by the State of North Carolina for future nomination to the National Register; it is the finest example of the Queen Anne shingle style in the City; and it is located in a potential historic district, in Fourth Ward.

He stated the Historic Properties Commission recommends it; the Division of Archives and History has endorsed it being designated. He stated he has notified the owners and representatives are present. Present in the audience was Mrs. Sam McNinch, Jr. who was recognized by the Mayor.

Dr. Morrell stated during the discussion that the Commission vote on the designation was unanimous; that he notified the owners by registered mail; that he also talked to Mr. Charles Henderson, Attorney.

No opposition was expressed to the designation.

Motion was made by Councilman Gantt, seconded by Councilwoman Chafin, and unanimously carried, adopting the Ordinance designating the "Liddell-McNinch House" as an historic property.

The ordinance is recorded in full in Ordinance Book 23, beginning at Page 95.

PRESENTATION ON THE TYVOLA ROAD PROJECT.

Mr. Corbett, Director of Traffic Engineering, stated Tyvola Road, from South Boulevard to Wedgewood Drive, is the main segment of the roadway that will be discussed. Last fall, the City of Charlotte completed the construction of Tyvola Road Extension from I-77 to South Boulevard where it meets that section of Tyvola Road which he will be discussing. At Wedgewood Road, the City has under construction what is known as Tyvola Road relocation extending over to Park Road. From that point on the total roadway includes Fairview Road from the Tyvola Road relocation intersection over to Sharon Road, which already exists as a multi-lane facility, and a good part of that is seven lanes wide. From that point the State has under construction Fairview Road extension over across Providence Road tying into Sardis Road just east of Providence Road. From that point, the proposed road as it looks to the future would include Sardis Road down to the intersection of Rama Road, then along Rama Road up to Monroe Road and Idlewild Road over to US 74. This is the picture of the road as it would be ultimately composed of short segments

May 17, 1976

Minute Book 63 - Page 289

which would serve mainly to move people in their vehicles back and forth between their residences, the places where they work, their churches and the places where they might do business. He stated the segment they are discussing tonight is only a small portion of that picture.

Councilman Gantt asked Mr. Corbett what the average daily traffic programmed for the entire road is likely to be since it is kind of a large local street? Mr. Corbett replied that it would be difficult to look at it in any one segment. When it initially opens it will be very low; they expect a traffic volume in that neighborhood of around 5,000 a day. There is no question but in the future it is going to grow into an excess of 20,000. They do not know when. He does not recall at the moment what the future projections are but they are in excess of 20,000. At what point in time that will happen, they do not know yet. There are segments of Fairview Road and Fairview Road Extension which will also ultimately carry in excess of 20,000 vehicles a day. The part which is presently two-lane would have to be improved to four lanes to carry a substantial volume.

Councilman Gantt asked if the road was designed to be a connector between US 74 and I-77? Mr. Corbett replied that it was most certainly a connector between I-77 and US 74, no question about it, but it is not a freeway type facility. It is a roadway which connects various neighborhoods, and which does have continuity for this total distance. The idea being that vehicles could enter, at US 74, and might travel the total length. But the idea in general is that vehicles would travel this in short segments and for the most part, not travel the entire facility. Councilman Gantt stated that was what he was trying to say. That it is not designed to be a freeway, certainly not designed to be a major beltline. Mr. Corbett replied, no it is not. He stated that "belt road" is a misnomer that has been hung on some roads. You can say from that standpoint it is a belt road. But the idea again is not to carry traffic all the way around one edge of the city. It is to serve basically between the neighborhoods and because it does have continuity, it is possible for a vehicle to leave I-77 and go all the way to US 74.

Councilman Gantt stated the reason he asked that question is when you start to approach 20,000 to 30,000 cars a day then it does become a major arterial. Seemingly then people are trying to get to those major arteries, 77 and 74. What he was hoping Mr. Corbett would say is that traffic would be somewhere in the neighborhood of 5,000 to 12,000 cars a day on any one segment. Mr. Corbett stated not ultimately. As this entire section of the City grows, that area which is now undeveloped grows into residential or commercial or whatever it might be, the traffic on this roadway will increase, and movements between these arterials going in towards town pick up. So the interchange from these roads over to Park Road, Sharon Road or over to Providence Road and back and forth will increase.

Councilman Davis asked how the volume of traffic compares to the traffic estimates on the belt roads? To the proposed estimates on Wendover?

Mr. Corbett replied in many cases the volumes along this roadway, in segments, will be very close to those on Wendover Road, Woodlawn Road or whatever he might be referring to.

Councilman Whittington stated that Mr. Corbett mentioned the term "misnomer" a moment ago. The things that he does not think Mr. Corbett or Mr. Reading's department should propose is that this is a road from 77 to 74. Obviously, it is if you want to "dog-leg" around Rama Road and several other places to get over to 74. He thinks everyone knows that Rama Road eventually has to be widened and he suspects that in some day and time that the same thing will happen to Sardis Road. You can go out Sardis Road to Boyce Road on down across the creek and get over to US 74 just as well as you could on the route

May 17, 1976
Minute Book 63 - Page 290

he has mentioned. He thinks they should try and develop this road and maintain the speed which he will talk about later, as a residential street and do all they can to let it stay that way.

Mr. Corbett stated that is exactly right. That is the reason he wanted to point out, that this road does not have continuity and he wanted everybody to understand that. But there are points where right angle turns will be necessary in order to have continuity such as a major road. There will be difficulties, and on a section of Rama Road traffic will be feeding in from the southeastern section of the City, going to US 74 or perhaps coming over to Route 16. But, between the various arterials traffic volumes will vary in some cases, substantially.

Councilman Whittington stated that he is concerned about McClintock Junior High School, the school at Rama and Sardis, and the schools on the other end, particularly J. Mason Smith. The Council just met three weeks ago with the people out there, some of whom are in the audience, and last week they met with the people in the area of Sardis Road, Sardis Woods, Rama Road and Southeast Charlotte.

Councilman Williams asked how much of the roadway between 74 and 77 is planned to be four-lane immediately? Mr. Corbett replied with the completion of one little segment, the entire facility will be a minimum of four lanes immediately from I-77 all the way to a point just beyond Sardis Road, just east of NC 16 which is Providence Road. Councilwoman Chafin asked if Fairview is not five lanes? Mr. Corbett replied that was correct.

The City Manager stated he was informed informally today that the State Highway Commission has approved the extension of Sardis Road from a point he indicated on the map up to Randolph Road. Councilman Withrow added, provided the City buys the right of way. Mr. Corbett stated that would provide a good interchange point to Randolph Road as it comes on into the City.

Councilman Davis stated for residents who lived anywhere in the area south of this improved road, if they were coming into the inner-city and were going to make a circumferential movement, would they not likely use this road instead of the Wendover belt road? Mr. Corbett replied they could very well use Tyvola Road and Tyvola Road should serve to lighten the load which is on Woodlawn Road. You would have two facilities then capable of accommodating the traffic which moves back and forth in the general area, whereas now we have only one multi-lane facility.

Councilman Davis stated he was glad Mr. Corbett made that distinction because in their discussion with the Southeast Area Citizens Association last week, he himself referred to it as a belt road, and he is glad to have that point verified.

Mr. Readling, City Engineer, stated the portion from I-77 to South Boulevard is already complete. The portion from South Boulevard to Wedgewood is what they are talking about tonight; and the portion from Wedgewood over to Park Road is due to be completed by the end of this year. The missing link is the portion they are talking about tonight. Tyvola Road is four lanes wide at this time. It was built four lanes wide in the early 1960's and except for two areas - one is at South Boulevard where it is really three lanes wide and in front of Mason Smith Junior High School where there is a narrow section. All that they plan to do on this project is to widen the intersection with South Boulevard to five lanes so that it matches with Tyvola Road already constructed across South Boulevard. This would provide four lanes with a left turn lane. Secondly, to fill in the gap in front of the school in the vicinity of Flagstaff down to beyond the school property, or near the end of the school property where it is already widened. Where the pavement is already four lanes wide, they plan only to construct a concrete sidewalk. They show no sidewalks in some of the areas because there are a number of trees in the area that would be destroyed by that and also a lot of shrubbery. They felt that a sidewalk on the school side would be sufficient through the area.

May 17, 1976
Minute Book 63 - Page 291

This would connect in at the lower end of Wedgewood with the project now underway and would be continuous with sidewalks and four lanes out to Park Road. They would be ready to begin construction on this, if Council approves it, about the first of July and the total cost on the project would be about \$366,000. It includes the resurfacing and building up of the asphalt pavement to take the increased traffic load.

Councilman Whittington asked if that included the new improvements down at Park Road? Mr. Readling replied it does not, that is already under another contract. Councilman Whittington asked if he meant just sidewalks and widening that road from near Londonderry back to South Boulevard is going to cost \$366,000? Mr. Readling replied yes. It is the sidewalks, the widening, some extra right of way in one area and the resurfacing of the street with two inches of asphalt.

Councilman Williams asked the right of way width along most of that? Mr. Readling replied 60 feet - the existing pavement is well within the right of way and the improvements would be within the existing right of way. Councilman Williams asked the width of the road? Mr. Readling replied 42 feet between curbs is the existing width and they would keep it the same. Councilman Williams asked if they had enough room to separate the sidewalks from the pavement? Mr. Readling replied they do not have enough room to substantially separate it. They would have three feet. Councilman Williams asked if there was any "magic" in a five-foot wide sidewalk as opposed to a four-foot one? Mr. Readling replied no magic except they feel that along a heavily travelled street five feet is better. Councilman Williams asked why that is? Mr. Readling replied that it gets the pedestrian farther from the curb. Councilman Williams asked if the separation of the sidewalk from the curb would do the same thing? Mr. Readling replied yes it would. That is a good point. They find, though, in an already developed area you would take a lot more trees, shrubs and other improvements when you try to widen all the way back. Any of the improvements are within the City right of way. Also, you must have a place for utility poles. Councilman Williams asked what kind of improvements he meant? Mr. Readling replied driveways, walls, shrubbery, any type of planting, trees. Councilman Williams asked if, in his opinion, it would be feasible on that section to separate the sidewalks, make it four feet wide and leave four feet between the curb and the sidewalk? Mr. Readling answered it is feasible. You would have the maintenance of the planting strip. Sometimes on a major street - not usually in a residential area - property owners do not maintain the strips.

Mr. Corbett stated that several questions have arisen as to the traffic control devices which are planned for this segment of Tyvola Road. Initially, when they were considering the completion of the four lanes, the reaction was to install no parking signs on both sides of Tyvola Road from South Boulevard all the way to Wedgewood. After having met on at least two occasions with representatives of neighborhood groups who voiced concern about the fact that the number of automobiles which were owned by the homeowners was in excess of the space which they had to park them off the street, they looked at the situation and decided that initially they could make some concession in order to accommodate the parking of their vehicles. So, they propose initially to install no parking signs which will be in effect from 7:30 in the morning until 9:30 and from 4:30 in the evening until 6:30. That would give the residents the opportunity of parking their vehicles on the street during the evening hours until the time that they left to go to work in the morning and then between 9:30 in the morning and 4:30 in the evening.

The speed limit for this roadway would be established at 35 miles per hour with one exception. That would be at Glenham where the crossing into J. Mason Smith Junior High School would be, they will erect an electrical sign which will set the speed limit at 25 miles per hour during those hours in which children are going to and from school. Stop signs would be placed on all intersecting streets, including Wedgewood. They have had a request from some of the residents to consider a traffic signal at the intersection of

May 17, 1976
Minute Book 63 - Page 292

Wedgewood and Tyvola. However, there is not sufficient traffic on Wedgewood to generate this demand for the traffic signal. Secondly, if a signal were to be installed there it might result in a condition which would be unfavorable to those people who live along Wedgewood in that it would likely generate additional amounts of traffic between Seneca Place and Murrayhill Road. At South Boulevard, they propose to replace the existing traffic signal installation with one which will provide for left turn movements from all four directions.

Basically, those are the traffic controls which they plan to install. He stated the no parking, double peak hour, signs which they plan to install initially, they would plan to leave in operation only until such time as the vehicle volume on the street exceeded 10,000 vehicles a day. At that time they feel it would be necessary to have all four lanes available to moving traffic.

Councilman Gantt stated that what is interesting in Mr. Corbett's report is that he talks about the 10,000 vehicles per day and right now he does not have a feel for how many cars are actually on the road now. How quickly are we going to be to the threshold? When that road is opened up - the residents need to have some feel for when the pressure is going to be to get the cars in off the street.

Mr. Corbett replied he did not believe it would be very long. He thinks it will be within two years. In talking with some of the residents who were concerned about the lack of sufficient places to park, they made some suggestions to them about things which they could do to accommodate their vehicles off the street. Unfortunately, many of the residents there have a considerable number of automobiles and they cannot accommodate them all in their regular driveway which serves their present home. It would be necessary for them to park them in the rear of their houses. There is one peculiar circumstance which prevents them from doing that at this time. That is that the property lines in general do not run at right angles to the street. They run at acute angles, and it does not provide enough space between a resident's property line and his house to get a driveway in on his own property. He talked with some of them and suggested that they might, during this interim period between 5,000 and 10,000 vehicle road, take advantage of the opportunity to straighten out these property lines and possibly to construct driveways to the rear of their residences where they can park the cars.

Mr. Rick Dancy, 4701 Wedgewood Drive, stated the five councilmembers who came out to their neighborhood several weeks ago and informed them that they were going to have such a review as they are having this evening, invited them to participate and specifically said that they would be notified. He is afraid that his notification came via the news media. He found out only this morning and only a couple of them even know what is going on here this evening. He is glad he had a chance to come, but is a little chagrined that again they were not notified that this issue was being discussed. This makes the third consecutive time that something concerning Tyvola Road has been before Council and they have not been notified on any of the occasions. He does not know what the communications problem is, but before he leaves he will give the City Clerk his home phone number and his office phone number so that they can see that it does not happen again, with your consent.

He stated he thinks they have asked that a stoplight be considered to be placed at J. Mason Smith Junior High School. This evening he heard it being placed at Wedgewood, or rather not being placed at Wedgewood. He would like to hear Mr. Corbett address the matter of, not a warning sign saying please slow down to 25 at the school but, a full-fledged traffic signal. If they can spend \$366,000 repaving a street that does not need repaving, and if they can spend \$5.0 million extending and relocating a road that does not need either extending or relocating, \$30,000 does not seem like a terribly high price for a stop signal on that same road.

May 17, 1976
Minute Book 63 - Page 293

Mr. Corbett replied that so far as he knew his office has had no request directly, that he is familiar with, to install a traffic signal at the school crossing. They only had one at Wedgewood. Off hand, he doubts seriously if the number of children who cross there daily and the amount of traffic which comes out of the side street is sufficient to warrant the installation of a regular stop and go traffic signal. They will be glad to check it, and give a reply in writing to that request.

Mr. Dancy stated he would appreciate it and it would be nice to have a traffic count on Tyvola Road. If that is one way of getting it, they would be grateful. He stated another concern he would have is that on one hand Mr. Readling stated it was a four-lane road already, and then says it is a three-lane road, and then says they already have the right of way. Yet some of his neighbors who own the property say the city does not have the right of way. He thinks before they start building on some of their property, the City should check this to see who owns it. That two of them he has talked to and they say the City does not own their property. Before putting pavement on it they should make sure they own it. He stated of course, they prefer that the City not put the pavement down.

Mr. Dancy stated it is short notice to be responding like this. They would ask that Council not take any action to approve this \$366,000 until such time as the Neighborhood Association has a chance to get together to see something in writing about the proposal that was heard verbally this evening, and to formulate a positive response to it, and get it back to Council before the money is appropriated to resurface, widen and build sidewalks.

Councilman Withrow stated some members of Council attended a meeting in this neighborhood, and he believes they promised them they would look into the idea of a traffic light at the school, and he believes the Councilmembers failed in their obligation to communicate to the staff and asking that this be done. But a report will be made on this now.

Councilman Withrow asked about the tree planting along this strip of road, all the way from I-77 to 74? Mr. Readling replied where there is sufficient street right of way where trees are not existing, they plan to plant trees.

Councilman Withrow stated the people were very much concerned about the location where the road intersects the main thoroughfares of the streets coming into town is that we not give real estate people or landowners the idea there will be shopping centers there, or that the property would go commercial. The people in that area are very much concerned about these places going commercial, and putting more traffic on the road. Every meeting Council went to this has been the big concern.

Councilman Whittington stated the way he understood the meeting he attended at the Incarnation Lutheran Church on Seneca Place was that Council would ask for a presentation for Council. Then Council would get this information back to the people, and would then make a decision on whether the improvements would be made, or would not be made. He stated it was said at that meeting that they did not want the sidewalks. He would like to know if Mr. Dancy can answer that question?

Mr. Dancy replied this is the first time they have seen where they will be. They called and they have heard they would be here, there and everywhere. So when they have a chance to circulate this in the neighborhood he believes they can answer that question. That he cannot answer it as this is the first time he has seen where they will be, and he will not speak for the whole neighborhood.

Councilman Gantt stated he would like to make a suggestion to Council because apparently there was a breakdown in communications from that particular meeting which he attended with four other people. There are a number of

May 17, 1976
Minute Book 63 - Page 294

neighborhood associations that are very concerned about road improvements, street widenings and so forth. It would seem to be in the interest of clear communications that we notify these groups when we have presentations in their area if such an organized group exists. If for no other reason than to allow them to have sufficient time to come down and share their views with Council. If that is not always possible within the formal Council meeting, then we should allow the staff to take the proposed improvements to the neighborhoods much as is done in the Community Development program, and record those comments so that Council will be better informed as to how those communities feel.

Councilman Gantt stated to Mr. Dancy in this case it was simply a mistake in terms of whether or not this was going to be a review for Council, or a review for the community to participate in a full scale public hearing. That he apologizes to him.

Councilman Davis asked the present policy when a public hearing is conducted? What type of routine notification is made to the public through the media? Mayor Belk replied this is not a public hearing; this is a presentation on the Tyvola Road project. Councilman Davis stated then the citizens of that neighborhood group would have no way of finding this out unless by accident it appeared in a news article. Mayor Belk stated all this is is a presentation of Tyvola Road; there is no public hearing. That he thinks they have to get it into perspective. Councilman Davis stated then this is just a routine agenda item. Mayor Belk replied that is right; this is not a public hearing, and there is no reason they would be notified unless those members of Council who went to the meeting notified them.

Councilman Gantt stated it is routine only in the sense that that committee prompted the Council to ask for the review. On that basis he would like to suggest that the City Manager, in those cases where Council asks for a review, notify the neighborhood groups that we are having the review.

Councilman Whittington stated he thinks Council should go on record tonight requesting that Staff meet with the people who are affected by what is presented here on Tyvola Road. Then Council will have had the opportunity to see that the residents get this information; Council has it, and then a decision can be made.

Mayor Belk requested the City Manager to see that Councilman Whittington's request is fulfilled.

Councilman Williams stated it is his understanding this project is going on, and requires no action by Council right now. If that is true he would like to offer an amendment to the design, or a request that an amendment to design be considered along this project dealing with the sidewalks and separation of the roadway.

The City Manager replied the project cannot be done until Council approves it. That is when bids are taken and it is brought to Council. The engineering and design work is being done. Mr. Readling stated the part underway starts at Wedgewood and goes back to Park Road; it is not this section.

Councilman Williams requested that between now and the next Council meeting that staff consider, within this 60-foot right of way of the project, narrowing the sidewalks to four feet on either side, and separating it from the pavement of the road by four feet.

Councilman Gantt stated he would like to have the engineers analyze the feasibility of doing that. That it appears they did not look into that in great detail as that has been our standard design for a five-foot sidewalk adjacent to the street. There may be some problems with it.

May 17, 1976
Minute Book 63 - Page 295

Councilman Williams stated his request is for them to report on the feasibility at the next Council meeting.

The City Manager stated this is something they would like to do; but he thinks they will find that the people who live there will resent this very much. Because for over a long period of time, as Mr. Dancy pointed out, the people have treated this as their own right of way. The more you encroach on it, the more problems you cause them. That staff will bring this information to Council.

Mayor Belk suggested that this can be brought up when the project is taken to the neighborhood group. But staff can still give Council this information requested.

Councilman Williams stated if that is the case then Council should accede to the wishes of the people who will live on this road. But if that is not the real reason, and the real reason is simply that it may cost more to do it this way or cost more to maintain it, then he thinks we need to re-assess our position about how much roads cost. If they cost a little more to minimize environmental damage we will just have to pay the price.

Councilman Withrow stated we have talked a lot about bicycle paths, and have built sidewalks in areas for bicycle paths. He wonders in talking about this if it is also acting as a bicycle path. He believes all sidewalks are now. The neighborhood might want an input into this part also.

REPORT ON THE 1976 STREET CONSTRUCTION PROGRAM.

Mr. Hopson, Public Works Director, stated when you go to rebuild a city you create some problems. He thinks we are getting to the end of these issues as they are before Council tonight because most of the projects are underway, and most of them will be completed during this current construction season. Since the 1973 bond referendum Public Works has been planning, designing and acquiring the rights of way for these various projects included in that bond referendum. They have spent a lot of time discussing them with the neighborhoods, particularly on the sidewalk question, and it is pro and con.

He stated 1976 is the year of implementation and construction. One street out of every seven will be affected one way or another in the City of Charlotte. Either sidewalks, resurfacing, reconstruction or new construction. In addition the Street Maintenance forces and public and private utilities will have a hand in tearing out, rebuilding and putting the streets back together.

He stated they hope to accomplish a lot this current year; but it will be rather critical to Mayor and Council and the Public Relations and to the Department of Public Works in getting the job done.

Mr. Hopson stated all the major projects should be completed, except three or four. Remount Road will not be completed this year, Albemarle Road probably will not be completed, and one or two more. But the major streets which the City Engineer will discuss will be completed by Christmas. In addition they will resurface just under 100 miles of streets. That does not inconvenience the motorist a lot, but there is some activity going on, and he is concerned and interested. From a public relations viewpoint they are meeting with the affected groups such as shopping centers and neighborhoods, and their Inspectors are calling on the property owners involved as they move along these streets, particularly the ones affected. Through Public Service and Information they are notifying the media of the progress and problems. They have had excellent cooperation by the media, radio, television and the press.

May 17, 1976
Minute Book 63 - Page 296

Possibly one of the most critical areas right now is the Sharon Road-Randolph intersection area. That will be torn up pretty badly until July 9. That is the time they are supposed to finish this particular intersection.

Mr. Readling, City Engineer, referred to the maps and stated they indicate the work in process. There is about 50 miles of resurfacing shown, and this is about half of what will be done this year. The second contract will be let later in the summer. The other map shows the major projects that will be underway - not the ones that are completed, and not the ones that will be coming up next year - but the ones underway this season.

Randolph Road is probably number one because of the heavy traffic, especially at Sharon Amity Road. This project has three different contractors. It was broken down in order to get it completed earlier. It is a major project with the total cost about \$4.5 million. Traffic is maintained and there is no detour. The contractors are required to maintain traffic in both directions. In the intersection the contractor had 60 days from the day he began, which is July 9 of this year to complete that, or he would be under heavy penalty. For the rest of the project, from Cranbrook out to Sardis Road, is to be completed with two lanes unimpeded by the end of this year, and the final completion next July.

Remount Road. Bids were approved recently, and it is now underway. It will be closed at the creek at the Golf Course and Park. There is a detour on West Boulevard and South Boulevard. This project is slated to be completed by July of next year. It will be four lanes and five lanes at the major intersections. A total cost of over \$3.0 million.

The Mint-Poplar Connector is in the downtown area. The greatest impact is the Third and Fourth Street crossing. There are no businesses on Poplar Street and it is completely torn up at this time. The work began last month, and is to be completed by December 15 of this year. Local traffic is maintained through the area. Cost of that project is a little over \$1.0 million.

Mr. Readling stated all of these were funded from the 1973 bond referendum.

Tyvola Road Relocation is the portion that has just been discussed, from Wedgewood down to Park Road. It is scheduled to be completed by the end of the year with one major bridge structure. The cost of the project is \$2.5 million. Very little traffic is affected as it is on a new location.

The Trade-Fourth Connection in the downtown is not under construction. It is in right of way acquisition and is scheduled to begin construction in July and will cause the relocation of four families. The houses in the area, which are restorable, are being moved into the C-D Area for restoration and resale. These streets will be closed during construction. They expect to complete the Trade-Fourth Connection in January 1977. It is also a '73 bond project and will cost about \$1.0 million. It will have large planted islands at both ends.

Sharon Amity Road, from Central Avenue to Shamrock Drive, will be completed by December; traffic is maintained and the cost of the entire Sharon Amity widening is about \$3.6 million. The project is ahead of schedule substantially, and they expect it to be completed by late summer if the weather holds out.

Kings Drive Relocation is also ahead of schedule. This has Elizabeth Avenue closed and is slated for completion by the end of the year. It is ahead of that schedule a couple of months. The cost is about \$2.6 million.

Sidewalks and Bikeways. The total bikeway and sidewalk program to date adds up to about 50 miles at about \$2.4 million. This summer they will have over \$600,000 of these under construction. That has very little effect on the movement of traffic.

May 17, 1976
Minute Book 63 - Page 297

Mr. Readling stated there are several Community Development projects underway. There is quite a bit of progress on street constructions and sidewalks and utilities.

North Charlotte is underway and the first year improvements are under contract at a little over a quarter of million dollars.

Wilmore is also underway at about a quarter of million dollars.

Greenville Urban Renewal, off Statesville Avenue. Streets will be under construction later this summer at a total cost of about \$2.0 million.

Grier Heights, off Randolph Road, is just getting underway and it will cost about a quarter million dollars.

Dilworth has two areas under construction. That work is to be completed later this year with the total cost for both areas a little over half million dollars.

Third Ward, off West Fourth Street, will be underway about mid-summer.

Mr. Readling stated there are some other major projects.

Albemarle Road is a state project. It is a major widening. Traffic is maintained and this project will be six lanes with a median when it is completed. This is paid for by the State and City funds at a total cost of \$1.7 million.

The Plaza. Right of way acquisition is underway and is scheduled for construction contract in November. They have talked with North Carolina DOT. This is from Eastway all the way out to Milton Road with two major bridges. They do expect to maintain traffic during construction. It will be four lanes with a planted median. The cost is about \$2.5 million with the City sharing in the cost.

Fairview Road is well underway on new location from Sharon Road to Sardis Road. As the City Manager has mentioned, the State is very interested in completing this over to Randolph Road. This is a five lane road all the way through. It is slated for completion December of this year at a cost of about \$3.7 million.

The last two are interesections which are handled by the State on state roads within the City.

Graham-Atando is not under construction but will be within the next few weeks. Traffic will be maintained but will be impeded through the intersection. This is widening and flaring of intersection providing left turn lanes.

McAlway and Monroe Road is just beginning. There will be a detour for north bound traffic along Craig and Richland as far as McAlway is concerned. On Monroe Road traffic will be maintained.

Councilman Withrow stated most of the complaints he receives on these roads are that a police officer is needed at some of the roads during the peak hours. One in particular is Randolph and Sharon Amity. It seems they could have a police officer there during peak hours to help that flow. There are other places with the same problems. Mr. Readling replied they have had that at that intersection but not during all the peak hours. Policemen have been there. The contractor pays the off-duty policemen to serve in that capacity. That he knows of two that have been there on two different occasions. It is very expensive.

May 17, 1976

Minute Book 63 - Page 298

Councilman Gantt stated he has two questions on the resurfacing program. Did Mr. Readling say that funds for that is from bond funds? Mr. Readling replied no, they are from Powell Bill funds. Councilman Gantt asked on what engineering basis they decide when a road has to be resurfaced? Is it a period of time from when they put down the last asphalt? Mr. Readling replied there is a fairly elaborate formula, plus the visual need. Councilman Gantt stated the reason he generates that question is that Mr. Dancy a while back and a number of people at a couple of meetings have made the point, from a layman's observation, that work is not needed on their roads, which is a fairly unusual position for citizens to take. He stated he knows situations where pot holes exist all over and they would like to have some paving done. He wonders if he could give the public some reason why they resurface roads?

Mr. Readling replied that one of the big things is that on heavily traveled streets they begin to show fatigue that is not readily discernable by motorists. But they know the signs of this and if they catch it at the right time, before the cracks develop very deeply, they can seal it. Resurfacing is not only for wear, but also to seal out the rain and when thei is done at the right time, you can save the street base. If you wait too long the street will deteriorate rapidly. The case of Tyvola Road is a good example. They looked at it very carefully and they feel if it is not sealed and strengthened, when the traffic does increase it will deteriorate rapidly. Once water gets into the separation it ruins your street in a matter of a few months.

Councilman Williams asked if they were going to put sidewalks on some of the major roads that he has indicated on the map, like Randolph, Fairview Extension, The Plaza? Mr. Readling replied yes. All of them will have sidewalks. The ones that are being built by the State, such as Albemarle and The Plaza, the State Department of Transportation wtill has a policy not to construct sidewalks, even on city streets. The City must pay for these, and City Council has already agreed to this. All of the new city streets, such as Randolph, will have sidewalks continuously. Councilman Williams asked on the three he had mentioned will the sidewalks be right against the road? Mr. Readling replied the sidewalks are planned against the road, yes. On Randolph, Sharon Amity, The Plaza and Fairview.

Councilman Withrow stated that as he looks at Wendover - talking about belt roads, and talking about Tyvola going from US 74 - the people out on 51 are crying and saying we want this four lane. That would take away the traffic, a lot of it, coming from Monroe going over to 77 and also coming south to 77 and that is the place, that road whould be four lane and would help all these people up there. Why cannot we give a little push in this direction? Why cannot the Council - maybe we have to give up some of our money up here to help that road out, but that would alleviate a lot of this traffic on those s_treets.

RESOLUTIONS CALLING PUBLIC HEARINGS ON MONDAY, JUNE 14, ON PETITIONS TO CLOSE STREETS.

Motion was made by Councilwoman Locke, seconded by Councilman Davis, and unanimously carried, adopting the following resolutions calling public hearings on Monday, June 14:

- (a) Resolution declaring an intent to close portion of Old McCall Street, in Greenville Project, N. C. R-78, and calling for a public hearing on Monday, June 14, 1976.
- (b) Resolution declaring an intent to close a portion of Tensbury Court, and calling for a public hearing on Monday, June 14, 1976.

May 17, 1976
Minute Book 63 - Page 299

- (c) Resolution declaring an intent to close Covert Lane and calling for a public hearing on Monday, June 14, 1976.

The resolutions are recorded in full in Resolutions Book 11, beginning at Page 425.

H. A. BERRY REAPPOINTED TO THE AUDITORIUM-COLISEUM-CIVIC CENTER AUTHORITY FOR A FIVE YEAR TERM.

Councilman Whittington moved the reappointment of H. A. (Jake) Berry to the Auditorium-Coliseum-Civic Center Authority for a five year term. The motion was seconded by Councilman Withrow.

Councilman Davis asked if the City Clerk has information on Mr. Berry's attendance for the past five years, and the answer was no. Councilman Davis asked if anyone is familiar with that? Councilman Whittington replied he has not polled his attendance; he is Vice-Chairman of the Authority, and no one has told him that he has been absent at all. Mayor Belk stated he is an attorney and this is they reason they would like him on the Authority to see that the operations are legal. Councilman Withrow stated he has talked with the Chairman and he said this man is a work horse, and that he does more work than anyone else on the Authority. So he presumes he must be at a lot of the meetings. Councilman Davis stated he knows Mr. Berry also, and he is sure he would be and has been a very fine member on the Authority, but he would like to have the information on Mr. Berry's attendance for the past five years. Mayor Belk requested the City Manager to see if he can get him that information.

Councilman Davis stated he understands it is an unwritten policy or tradition that Council automatically reappoint anyone who has served on any appointed board or agency for one term. He would like to suggest that Council consider adopting a different policy when a term is in excess of three years - perhaps one term would be more reasonable. Councilwoman Locke stated The General Assembly would have to make that change. Councilman Gantt stated it is an unwritten policy or a gentlemen's agreement, it is not in the law is it? The answer was that the five year term is.

Mayor Belk stated the motion is not to change the whole structure of the coliseum, but is to say whether or not they want Mr. Berry on the Authority. That is the motion.

The vote was taken on the motion to reappoint Mr. Berry, and carried unanimously.

REQUEST THAT COUNCIL CONSIDER CHANGING ALL TERMS ON APPOINTED BOARDS AND AGENCIES TO THREE YEAR TERMS.

Councilman Davis stated he would like for Council to consider changing the policy when they are considering reappointments of individuals that have served terms in excess of three years, and consider having a limitation of one term. Some of these terms run five and six years. This is talking about ten or twelve years, and that could be a span of six different councils, and he thinks that is perhaps excessive.

Councilwoman Locke stated there are four Commissions with five year terms - The Airport Authority, Housing Authority, and the autonomous authorities such as the Park and Recreation Commission and the Coliseum Authority. That she would say when the General Assembly meets in 1977 they could ask the City Attorney to prepare legislation to change them to three year terms rather than five year terms, and then all of the terms would run the same.

May 17, 1976
Minute Book 63 - Page 300

ANNUAL REPORT OF THE MUNICIPAL INFORMATION REVIEW BOARD.

Ms. Kitty Huffman, Vice-Chairman of the Municipal Information Review Board, stated other members of the Board present are Dr. James Golson, Dr. Wilbert Greenfield, and Mr. Homer Lovvorn.

The ordinance states that they were to meet quarterly; however, in looking at the task presented to them, they realized they would be forever even beginning to accomplish what had been their charge, so they very early decided they would have to meet at least monthly and more frequently if really needed. From the time they did begin to meet in 1974 until the time of the preparation of this report, which was about February of 1976, the Board has met 23 times in regular meetings.

She stated that there are a number of actions which are outlined in the report which all of the Councilmembers have received, that the Board has taken. They reviewed the format for the entries in the Municipal Information Register. They have accepted a philosophical direction which is expressed in four basic principles of privacy. That individuals shall have access to information about themselves in record keeping systems and there shall be some procedure for individuals to find out how this information is being used. There shall be some way for an individual to correct or amend any inaccurate information. An individual shall be able to prevent information from being improperly disclosed or abused by any other authorized purposes without his or her consent unless required by law. The custodian of data files containing sensitive information should take reasonable precaution to be sure that the data are reliable and not misused.

They did establish an order of priority in trying to affect complete, detailed information. They set for the first year's review seven departments of the Government. This brought up one of the frustrations which they realized they faced. Among these seven was the Housing Authority which they realized they really did not have any authority to deal with, and yet this is collecting data by our Municipal Government. They made a recommendation that Ordinance 803 which did constitute this Board be reviewed by the Council with possible considerations being given to its modification, and the Council has modified the ordinance.

They recommend the disapproval of a request from the Employees' Retirement and Health Benefits Division for Charlotte's Personnel Department to supply Social Security numbers on all City employees to be used as an indexing key on computer files. One of the things they have felt very strongly about is the opposition to the use of the Social Security number as a common identifier for individuals. If she becomes 162-12-1749 to everybody it would not be difficult for someone who knows a little bit about how to operate a computer to get that information about her for which they really have no business having. They authorized correspondence to be directed to the Secretary of Health, Education and Welfare expressing concern over the proposed misuse of IRS files, with copies to North Carolina Congressional representatives. In Appendix VI of their report there is a copy of that letter.

The Board directed correspondence to the City Manager issuing concern over the Department of Justice order concerning criminal justice information systems presented in the Federal Register. They were pleased that the Police Department had recognized the existence of their Board when they had concern about some of the issues which were involved in these new regulations. They came and asked them to review these regulations and they did write to the City Manager about some of the issues which they were concerned about.

The Board recommended disapproval of a request from All State Insurance Company for the Fire Department to provide information pertaining to location, that is, the address, the occurrence and frequency of fires.

May 17, 1976
Minute Book 63 - Page 301

They have several concerns which they are trying to deal with. First of all, the legal status of the Ordinance under which this Board was established in view of the 1935 State Law which deals with open records, and yet, they are charged with classifying anything that is identifiable to an individual as being private with limited access. They are concerned that perhaps there is a false sense of security which is being developed by those few people perhaps who do know about the Board, that their privacy would be protected. Yet there are other issues that come to bear on the release of information. They are concerned about the highly restrictive category that is specified under Ordinance 803 that it is in violation with the basic principles of privacy and also with the 1935 State Law. Under this, the individual would have no right to know what is being collected about him, no right to make any amendments or any corrections to information. They are concerned that data collection, maintenance and dissemination requirements often are not under the control of the City Departments or the City Council, but are imposed either by State or Federal agencies, often contingent by initial or continuing funding. They have found there are several forms a department may have to use under Federal guidelines that had questions that they really wondered whether this is anybody's business or what the reason for that was, when in order to be funded, they have to use these particular forms. This gives them some concern.

They have a concern that procedure must be established to purge or destroy existing non-essential and obsolete data files. They found that there are just warehouses full of information that the City has been collecting from Year One, she guesses, and there is not any real procedure for the destruction of files. A definition of what constitutes private information is a need, is the way they feel about it, and that goes back to the request from All State Insurance. What really is private information? Is it merely where it has somebody's name on that given information? They declined the request on the basis that although perhaps people's name may not be on the information of that given residence or that given piece of property, it is very easily traceable to anybody because those records of who owns any given piece of property are very readily available.

They are concerned about a lack of procedures which result in the Board's assurance that all data collected and disseminated by departments is, in fact, registered through the mechanical operations, terminating in the approval of entries. They discovered one day when they were looking at some files, she thinks it was really dealing with the Personnel Department, that all they really were dealing with were forms, and they began to ask themselves, what else is a department collecting? What is in any department head's desk drawers? Yet, they are really supposed to be charged with the responsibility of all information that is being collected by the City Government. They are just not sure that they are really finding out what all is being collected because, she thinks, everyone has stuff stuck in their desk drawer - not in any devious way, but it is there, it is just a matter of operation.

They have several directions that they do intend to take. The Board intends to continue with its department-by-department analysis. They have established six departments for consideration for this year and they do plan to conduct special open hearings in order to provide an opportunity for special interest groups to express views regarding the issues of privacy versus the right to know. This is one of the concerns that many of them on the Board do have. The Ordinance, as now established, anything with a person's name must be classified as private, with limited access, and yet is this really the way it should be because there are many things where perhaps people's names are attached to it, but it really should be public information. She thinks Mr. Jordan gave a very good example to their Board at one of their meetings, perhaps in Urban Renewal where a piece of property that perhaps she would own and her name would be on that, would not make it by ordinance, private information. But it is really the public's money that is going to be paid her for her selling that piece of property and should the public not have a right to know?

May 17, 1976

Minute Book 63 - Page 302

These are some of the very frustrating issues which they are dealing with. It has been quite a challenge and very interesting work. They are not too sure that they can really do the job that has been given to them to do. They have really created quite a bit of interest, not only nationally but internationally, because they are treading new ground. They have had special meetings with representatives from Leeds, England and from the Support Panel representing the National Academy of Engineers. They realize that there are many people who are looking at what they are doing, which makes it an even greater challenge.

Ms. Huffman thanked the staff of the Municipal Information Service. Mr. Joe Moto and his staff have been so extremely supportive of the Board. They have never requested anything of them that they have not immediately gone out and done for them. Many times it has been difficult, it has put added burden on them. They are very supportive of everything that the Board does; are very supportive in helping to give them guidance. She thanked all of the departments that they have reviewed so far. They have been very helpful to them. They have several meetings on each department; they have to do a lot of learning because they really do not understand all of these departments, and the department heads or representatives do come in and give them a review of a department before they begin to review the information that they collect, and they really appreciate the help that everyone of them have given them.

She also thanked the Press because they have done a very good job and expressed many of their concerns as well as their own concerns.

She expressed thanks again to City Council for the opportunity and the challenge that they have given the Board. They hope they can measure up to what they expect.

Councilman Williams asked Ms. Huffman if she would comment on the status of police records. She replied they are in the process at the present time of reviewing the Police Department. Councilman Williams stated that they have not taken a position yet on that, they are waiting for some other agencies to maybe give them some guidance? Ms. Huffman replied that they had really signed off one department - it is a long, hard struggle.

Councilman Gantt asked about the LEAA code? Ms. Huffman asked if he meant their concerns about the LEAA guidelines? She stated they had expressed their concerns to the City Manager. She assumes he in his usual very efficient way expressed those concerns to the people who would be able to deal with this. She believes our Governor has taken quite a stand on many of those issues. When they had two representatives of the Police Department meet with them at their last meeting they did say that a number of the issues which they were concerned about had been changed.

Councilman Davis stated that she mentioned that the Board recommended disapproval of a request from Allstate Insurance for the Fire Department to provide information pertaining to location, occurrence and frequency of fires. He stated he would be interested to know the reason they wanted this information and the reason the Board had in denying it.

Ms. Huffman replied that a representative of Allstate had attended a meeting where the Board was discussed or where the Municipal Information Center was discussed, and she thinks they realized that everything was being put in one place where it could be perhaps readily attainable and the reason for wanting the information was that there have been several incidents of fire at a given location and they may want to look at this in regards to rate of fire insurance. The reasoning for the Board's action she explained was that, under the Ordinance, anything that can be identified by the individual is personal and limited information, and only those that are listed as having access to the information can obtain it. Any piece of property is easily

May 17, 1976
Minute Book 63 - Page 303

identifiable by individual. Councilman Davis stated then if a building or dwelling burned, you would consider it personal? Ms. Huffman replied that the fact that it belongs to an individual is personal.

Councilman Gantt stated he thought this was an excellent report and very readable. He thinks the first prerequisite of an Information Review Board is to prepare clear, concise reports. He stated the Board seemed to have a very difficult problem in terms of this whole business of the public's right to know and the right to privacy. He thinks much of what they are doing now is very current, with things going on at the national level with regard to information and access to information. He is wondering whether or not they had gone even further in terms of making some distinction between the right to privacy for those persons who are involved in a public job, such as a clerk, an engineer in Public Works and a public servant in the sense of someone who comes in contact with the public and administers a daily service, such as a fireman or a policeman; and whether or not there is a distinction between the amount of information that the public has a right to know about, such as disciplinary action in police situations as opposed to knowing about the disciplinary record of a clerk in the Planning Department?

Ms. Huffman replied no, but they are viewing the Police Department and they are going to get to that.

Councilman Gantt expressed the need to finalize the distinction between that because in one sense one can say that all people who work for the City, including City Councilpersons, serve the public and that would be a true answer, but he wonders about whether or not there are some distinctions that might not be made. Ms. Huffman replied they have not dealt with that specifically. Any issues that any of the Councilmembers, or any member of the public have they will be more than happy to hear from them, and any guidance they can give they need also. But she is sure this will be an issue they will be facing among the Police Department's records that are disciplinary actions and they will be looking at that very soon.

Councilman Gantt stated he found it refreshing to read a report in which the Board on its own apparently, commented on legislation or regulations that might well affect it. And they seem to have given very concise explanations or arguments for or against it. He thinks that is good.

Mayor Belk thanked Ms. Huffman and the members of the Board for an excellent report.

RESOLUTION AUTHORIZING CONDEMNATION PROCEEDINGS FOR THE ACQUISITION OF PROPERTY BELONGING TO ROSA MENDINGHALL, LOCATED AT 2729 ROSETTA STREET (OFF BEATTIES FORD ROAD) IN THE CITY OF CHARLOTTE FOR THE NORTHWEST JUNIOR HIGH SCHOOL PARK SITE PROJECT.

Motion was made by Councilwoman Locke, seconded by Councilman Gantt, and unanimously carried, adopting subject resolution authorizing condemnation proceedings for the acquisition of property belonging to Rosa Mendinghall, located at 2729 Rosetta Street (off Beatties Ford Road) in the City of Charlotte for the Northwest Junior High School Park Site Project.

The resolution is recorded in full in Resolutions Book 11, at Page 432.

CONSENT AGENDA.

Councilman Whittington moved approval of the following consent agenda items, which motion was seconded by Councilwoman Locke, and carried unanimously:

May 17, 1976

Minute Book 63 - Page 304

- (1) Ordinance No. 85 amending Section 11-4 of Chapter 11, of the City Code to reduce the amount of bond required by certain contractors from \$4,000 to \$1,000 and that the bond coverage for junk dealers and auto wrecking and junk yards be reduced to \$1,000 for the purpose of consistency.

The ordinance is recorded in full in Ordinance Book 23, at Page 98.

- (2) Three ordinances ordering the removal of trash, rubbish, weeds and grass pursuant to the City Code, as follows:
- (a) Ordinance No. 86-X ordering the removal of trash and rubbish from premises at 1316 Remount Road.
 - (b) Ordinance No. 87-X ordering the removal of weeds and grass from vacant lot adjacent to 406 French Street.
 - (c) Ordinance No. 88-X ordering the removal of weeds and grass from rear of lot at 712 East 37th Street.

The ordinances are recorded in full in Ordinance Book 23, at Pages 99 - 101.

- (3) Two Special Officer Permits approved for a period of one year each, as follows:
- (a) Renewal of permit to Ellis Ray Black for use on the premises of Charlotte Park and Recreation Commission.
 - (b) Issuance of permit to Harry James Moseley, Jr. for use on the premises of Douglas Municipal Airport.

- (4) Resolution authorizing refund of certain taxes in the total amount of \$635.29, which were levied and collected through clerical error and illegal levy against twelve tax accounts.

The resolution is recorded in full in Resolutions Book 11, at Page 433.

- (5) Approval of settlements in the cases of City of Charlotte vs. Double Triangle Properties, Inc., in the total amount of \$8,550.00 for the Caldwell-Brevard Connection, Parcels 6, 9, 10 and 23, as recommended by the City Attorney.
- (6) Approval of an encroachment agreement with the North Carolina Department of Transportation permitting the City of Charlotte to construct a 6-inch water main across right of way of U. S. 521, South Boulevard, north of Old Pineville Road.
- (7) Approval of the following property transactions:
- (a) Acquisition of 30' x 268.05' of easement at 545 Belmorrow Drive, from McClure Land Company, Inc., at \$368.00 for Gum Branch Outfall.
 - (b) Acquisition of 15' x 43.58' x 30' x 481.22' of easement at 511 Gum Branch Road, from McClure Land Company, Inc., at \$586.00, for Gum Branch Outfall.
 - (c) Acquisition of 30' x 552.05' of easement at 1345 Birchwood Drive, from McClure Land Company, Inc., at \$652.00 for Gum Branch Outfall.
 - (d) Acquisition of 25' x 256.53' of easement at 1213 Lakehill Drive, from Josephine Grove, at \$750.00, for Gum Branch Outfall.
 - (e) Acquisition of 25' x 212.58' of easement at 1233 Lakehill Drive, from Richard Carter Glass and wife, Joyce, at \$600.00, for Gum Branch Outfall.

May 17, 1976
Minute Book 63 - Page 305

- (f) Acquisition of 25' x 651.69' of easement at 1240 Lakehill Drive, from F. D. Collins, at \$1,200.00 for Gum Branch Outfall.
- (g) Acquisition of 15' x 506.74' of easement at 5000 Wilkinson Boulevard, from Dessie H. Jamieson, at \$1,000 for sanitary sewer trunk to serve Withrow Road and I-85.
- (h) Acquisition of 30' x 1615.35' of easement at 9205 Rozzells Ferry Road, from McClure Land Company, Inc., at \$2,800.00, for Long Creek Outfall, Phase II.
- (i) Acquisition of 30' x 845.05' of easement at 9233 Rozzells Ferry Road, from Johnnie E. Plummer and wife, Ila H., at \$1,300.00 for Long Creek Outfall, Phase II.
- (j) Acquisition of 4.60' x 129.07' x 74.54' x 59.42' of easement at 5511 Hickory Grove Road, from Carolina Connecticut Properties, Inc., at \$134.00 for Campbell Creek Outfall, Phase II.

LEASES DEFERRED BY COUNCIL IN MEETING ON MAY 3 REQUESTED PLACED ON AGENDA FOR MAY 31.

Councilman Davis requested that the leases deferred by Council on May 3, between the City and AME Zion Publishing, Westside Professional Association and the Nelson Company, be placed on the agenda for May 31.

CONSIDERATION OF PROPOSAL ON TRANSIT AND REPORT FROM CITY ATTORNEY ON FREE PARKING FOR CITY EMPLOYEES AND USE OF CITY OWNED AUTOMOBILES REQUESTED PLACED ON AGENDA FOR MAY 31.

Councilman Davis stated he circulated among the Councilmembers a draft of a proposal on transit and asked them for comments. He requested that this proposal be placed on the Agenda for May 31 for discussion.

Councilman Davis stated he has received a report from the City Attorney's office on free parking for City employees and the use of city owned automobiles by employees. He asked that this report be placed on the Agenda for May 31 for discussion.

SHARON AMITY PHASE III MEDIAN REQUESTED PLACED ON AGENDA FOR MAY 31.

Councilman Withrow requested that Phase III of Sharon Amity Road median, north of Central Avenue, be placed on the Agenda for May 31. There are some people who would like to speak on this.

REPORT FROM FINANCE COMMITTEE AND REQUEST THAT CERTAIN ITEMS BE PLACED ON AGENDA.

Councilman Withrow stated the Finance Committee met this afternoon, and he would like to report to the Council that the Committee agreed not to agree. They agreed to accept as information those answers to the questions that were asked by the City Manager, and that other members of Council be sent a copy of these questions and answers.

He stated they also discussed items that should be put on their Agenda for the Committee to discuss such as community centers, LEAA funds, transportation, MIS programs, salary increases between budgets, arts and social programs and charitable organizations who want gifts, and other items that

May 17, 1976
Minute Book 63 - Page 306

cause the spiraling costs of government such as parks, new programs which cause extra funds to be expended. This should be on the Agenda and have these items for Council to express opinions on.

Councilman Davis asked if this is the Committee's report to Council, or will it be made in writing? Councilman Withrow replied he will make one in writing but what he gave was a summary. Councilman Davis stated he does not think it dealt with all the items in the Committee's charge. He would like to request that since this May 17 meeting was the first for any Committee, and they explored a lot of new ground, and since the committee charge, powers and even the recommendations were controversial and perhaps not clear to everyone, he would like to request that the committee report be submitted to Council in writing to be signed by all members of the committee, and that members of the Committee be afforded the opportunity to submit a minority report if they so desire.

PROPOSED ALTERNATIVES FOR NEW HIGHWAY 74 CORRIDOR REQUESTED PLACED ON AGENDA IN NEAR FUTURE.

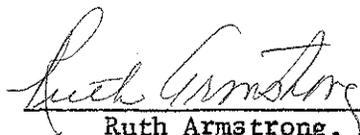
Councilwoman Chafin requested that at some time in the near future an item be placed on the Agenda. She is getting a lot of calls and letters regarding the proposed alternatives for new Highway 74 corridor. She understands the study by the consultants is scheduled to be completed in July. She would like to request a review for Council of the corridor study so Council can have some input before the study is completed.

COUNCIL ADVISED THAT PUBLIC WORKS AND PLANNING COMMITTEE OF COUNCIL WILL MEET ON FRIDAY, MAY 21.

Councilman Gantt stated the Public Works and Planning Committee of Council has a meeting scheduled for Friday afternoon, May 21 at 2:00 o'clock p. m.

ADJOURNMENT.

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



Ruth Armstrong, City Clerk