

STATE OF NORTH CAROLINA - COUNTY OF MECKLENBURG
RESOLUTION CALLING FOR A PUBLIC HEARING ON
AMENDMENT NO. 2, REDEVELOPMENT PLAN FOR
THE THIRD WARD REDEVELOPMENT AREA

WHEREAS, under the authority of Article 22 of Chapter 160A of the General Statutes of North Carolina and particularly Section 160A-513 of the General Statutes, the City of Charlotte will prepare an amendment to the Redevelopment Plan for the Third Ward Redevelopment Area, Charlotte, North Carolina; and

WHEREAS, the Redevelopment Plan for the Third Ward Redevelopment Area will be submitted to the Charlotte-Mecklenburg Planning Commission for their review and comments; and

WHEREAS, G. S. 160A-513(h) requires that the City Council of the City of Charlotte hold a public hearing upon the amended Redevelopment Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CHARLOTTE:

1. That on Monday, June 8, 1981, at 3:00 P.M. in the City Council Chamber of the City Hall, the City Council shall hold a public hearing on the amendment to the Redevelopment Plan for Third Ward Redevelopment Area.

2. That a description of the area specified in the Redevelopment Plan (1) by boundaries and (2) by City block, street, and lot numbers is as follows:

That certain area in the City of Charlotte, County of Mecklenburg, State of North Carolina, described as follows:

"BEGINNING at the intersection of the northeastern right-of-way line of West Fifth Street and centerline of the Southern Railroad; thence southwest along the centerline of the Southern Railroad approximately 2,445 feet to the centerline of the Seaboard Railroad (formerly the Piedmont and Northern Railroad); thence northwest along the centerline of the Seaboard Railroad approximately 2,240 feet to the southeastern right-of-way line of Interstate 77 (North-South Expressway); thence northeast along the southeastern right-of-way line of Interstate 77 approximately 2,140 feet to a point; thence east along said right-of-way line approximately 190 feet to a point; thence northeast along a line and continuing along the southern right-of-way line of Interstate 77 approximately 305 feet; thence northwest approximately 20 feet; thence northeast approximately 100 feet; thence southeast approximately 10 feet; thence northeast approximately 230 feet; thence northwest approximately 50 feet; thence north approximately 210 feet, 325 feet, and 105 feet to the northeastern property line of the Irwin Avenue Junior High School;

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thence southeast along said property line approximately 1,120 feet to a point; thence continuing southeast approximately 280 feet to the northwestern right-of-way line of North Clarkson Street; thence northeast along said right-of-way line approximately 30 feet to the northeastern right-of-way line of Cates Street; thence southeast along said right-of-way line approximately 550 feet to the southeastern right-of-way line of North Cedar Street; thence southwest along said right-of-way line approximately 435 feet to a rear property line of property fronting on West Fifth Street; thence southeast along rear property lines of properties fronting on West Fifth Street approximately 200 feet to a property corner; thence southwest along a side property line of a property fronting on West Fifth Street approximately 150 feet to the northeastern right-of-way line of West Fifth Street; thence southeast across West Sixth Street and continuing along the northeastern right-of-way line of West Fifth Street approximately 510 feet to the POINT OF BEGINNING."

The proposed area can be more particularly described as follows:

"BEGINNING at the intersection of the northeastern right-of-way line of West Fifth Street and centerline of the Southern Railroad; thence southwest along the centerline of the Southern Railroad approximately 2,445 feet to the centerline of the Seaboard Railroad (formerly the Piedmont and Northern Railroad); thence northwest along the centerline of the Seaboard Railroad approximately 2,240 feet to the southeastern right-of-way line of Interstate 77 (North-South expressway); thence northeast along the southeastern right-of-way line of Interstate 77 approximately 2,140 feet to a point; thence southeast along said right-of-way line approximately 190 feet to a point; thence northeast along the rear property line north Sycamore Street, 100 block, 200 block; thence northwest approximately 50 feet; thence north approximately 210 feet, 325 feet, and 105 feet to the northeastern property line of the Irwin Avenue Junior High School; thence southeast along said property line approximately 1,120 feet to a point; thence continuing southeast approximately 280 feet to the northwestern right-of-way line of North Clarkson Street; thence northeast along said right-of-way line approximately 30 feet to the northeastern right-of-way line of Cates Street; thence Cates Street, 800 block; thence North Cedar Street, 200 block approximately 435 feet to a rear property line of a property fronting on West Fifth Street; thence southeast along rear property lines of properties fronting on West Fifth Street approximately 200 feet to a property corner; thence southwest along a side property line of a property fronting on West Fifth Street approximately 150 feet to the northeastern right-of-way line of West Fifth Street; thence southeast across West Sixth Street and continuing along the northeastern right-of-way line of West Fifth Street, 700 block to the POINT OF BEGINNING".

3. The Redevelopment Plan for the Third Ward Redevelopment Area with such maps, plans, contracts, and other documents which

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are part of the proposal, together with the recommendation of the Planning Board and supporting data, will be available for public inspection in the City Manager's Office, City Hall, and the office of the Director of the Community Development Department of the City of Charlotte, Suite 510, 301 South McDowell Street, Charlotte, North Carolina, and shall be available on May 26, 1981.

4. That this Resolution shall be published at least once a week for two consecutive weeks in The Charlotte News, a newspaper of general circulation in the City of Charlotte, the first publication to be not less than fifteen (15) days prior to the date fixed for said hearing.

The foregoing Resolution was adopted by the City Council of the City of Charlotte, North Carolina,

BY ORDER OF THE CITY COUNCIL
OF THE CITY OF CHARLOTTE

Ruth Armstrong
City Clerk

Read, approved, and adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the 18th day of May, 1981, the reference having been made in Minute Book 76, and recorded in full in Resolutions Book 17, beginning at Page 234.

Ruth Armstrong, City Clerk

Resolution published in Charlotte News on Friday, May 22, and again on Friday, May 29, 1981

RESOLUTION APPROVING THE UNDERTAKING OF DEBT FINANCING BY THE CITY OF CHARLOTTE TO PROVIDE FINANCING FOR AN EXTENSION OF THE EAST CONCOURSE IN THE NEW TERMINAL COMPLEX UNDER CONSTRUCTION AT DOUGLAS MUNICIPAL AIRPORT, AND AUTHORIZING THE DIRECTOR OF FINANCE OR HIS DULY APPOINTED DESIGNATE TO SECURE NECESSARY APPROVAL OF BOND COUNSEL AND THE NORTH CAROLINA LOCAL GOVERNMENT COMMISSION OF THE PROPOSED FINANCING.

WHEREAS, City has entered into agreements with several airlines (hereinafter "signatory airlines") serving Charlotte through the facilities of Douglas Airport, such agreements providing that City will construct and finance a new terminal complex at Douglas Airport for use by the signatory airlines and others, and


WHEREAS, City has agreed to undertake to finance an extension of the East Concourse at the New Terminal Complex for use by Piedmont Airlines, Inc., if such financing can be obtained by the City, and that Piedmont Airlines, Inc. will repay the cost thereof through rental payments, and

WHEREAS, Piedmont Airlines, Inc. and City have agreed that such a fuel storage and transmission facility is in the best interest of the Airport and Piedmont Airlines, Inc.

NOW, THEREFORE, Be it resolved by the City Council of Charlotte, North Carolina that the City will undertake certain debt obligations with as yet unnamed third party financial institutions, the proceeds of which shall be used to pay for the cost of the concourse extension, and

FURTHERMORE, Be it resolved by the City Council of Charlotte, North Carolina that the Finance Director of the City of Charlotte or his duly appointed designate be authorized and directed to obtain the approval of Bond Counsel and the North Carolina Local Government Commission of proposed debt obligations of the City of Charlotte, not to exceed \$1,875,000, to be secured by the rental obligations of Piedmont Airlines, Inc.

Approved as to form:


City Attorney

Read, approved, and adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the 18th day of May, 1981, the reference having been made in Minute Book 76, and recorded in full in Resolutions Book 17, at Page 237.

Ruth Armstrong, City Clerk

RESOLUTION APPROVING THE UNDERTAKING OF DEBT FINANCING BY THE CITY OF CHARLOTTE TO PROVIDE FINANCING FOR AN AIRLINE FUEL STORAGE AND UNDERGROUND TRANSMISSION FACILITY AT DOUGLAS MUNICIPAL AIRPORT, AND AUTHORIZING THE DIRECTOR OF FINANCE OR HIS DULY APPOINTED DESIGNATE TO SECURE NECESSARY APPROVAL OF BOND COUNSEL AND THE NORTH CAROLINA LOCAL GOVERNMENT COMMISSION OF THE PROPOSED FINANCING.

WHEREAS, City has entered into agreements with several airlines (hereinafter "signatory airlines") serving Charlotte through the facilities of Douglas Airport, such agreements providing that City will construct and finance a new terminal complex at Douglas Airport for use by the signatory airlines and others, and

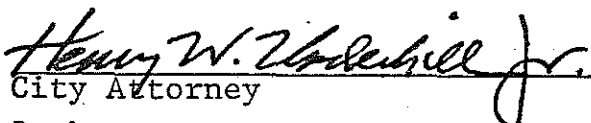
WHEREAS, City has agreed to undertake to finance a fuel storage and transmission facility for the signatory airlines if such financing can be obtained by the City, and that signatory airlines will repay the cost thereof through rental payments, and

WHEREAS, signatory airlines and City have agreed that such a fuel storage and transmission facility is in the best interest of the Airport and the signatory airlines:

NOW, THEREFORE, Be it resolved by the City Council of Charlotte, North Carolina that the City will undertake certain debt obligations with as yet unnamed third party financial institutions, the proceeds of which shall be used to pay for the cost of acquiring the aforesaid fuel storage and underground transmission facilities on behalf of the signatory airlines, and

FUTHERMORE, Be it resolved by the City Council of Charlotte, North Carolina that the Finance Director of the City of Charlotte or his duly appointed designate be authorized and directed to obtain the approval of Bond Counsel and the North Carolina Local Government Commission of proposed debt obligations of the City of Charlotte, not to exceed \$3,700,000, to be secured by the rental obligations of the signatory airlines.

Approved as to form:


City Attorney

Read, approved, and adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the 18th day of May, 1981, the reference having been made in Minute Book 76, and recorded in full in Resolutions Book 17, at Page 238.

Ruth Armstrong, City Clerk

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHARLOTTE ENDORSING THE CHARLOTTE-MECKLENBURG TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the City Council of the City of Charlotte recognizes the need for transportation improvements to be implemented in an orderly manner after careful consideration of need, impact, and cost; and

WHEREAS, the Charlotte-Mecklenburg Technical Coordinating Committee (TCC) has prepared revision to the local program of transportation projects, called the Transportation Improvement Program (TIP), as part of the continuing, coordinated and comprehensive transportation planning process; and

WHEREAS, the City of Charlotte has, through its Transportation Committee, reviewed in public forum the proposed program and developed comparative priorities for roadway projects in the program;


NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Charlotte, in regular session duly assembled, that the Mayor and Council find the proposed program is consistent with the policies and programs of the City of Charlotte; and

That City Council encourages the State to emphasize, to the fullest extent possible, the Transportation Systems Management improvements as set forth in Section II of the TIP which preserve or have minimal impact on neighborhoods, require minimal additional right-of-way, and/or encourage the use of public transportation; and

That the City endorses the program and encourages the North Carolina Board of Transportation to join the City funding this program.

RESOLVED, this the 18th day of May, 1981.

Approved as to form:


by Henry W. Underhill, Jr.

Read, approved, and adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the 18th day of May, 1981, the reference having been made in Minute Book 76, and recorded in full in Resolutions Book 17, beginning at Page 239.

Ruth Armstrong
City Clerk

A. Roadway Improvements - System Expansion and Extensions

<u>Projects Under Design & Construc.</u>	<u>Funding</u>	<u>Total Cost (\$ millions)</u>	<u>Page No.</u>
I-85 Charlotte Bypass	- Interstate System	84.450	I-A-1
I-277 (Stage II)	- Interstate System	68.300	I-A-2
Airport Parkway (Inner Belt)	- Urban System (FAUS)	32.195	I-A-3
N.C. 51 US 521 to N.C. 24/27	- Rural System	14.400	I-A-10
N.C. 160 Vicinity to Airport	- Rural System	3.800	I-A-11
Sardis Road Widening	- City Funded	1.250	I-A-9
 <u>Very High Priority</u>			
Independence Blvd. (US 74 E)	- Urban System	59.460	I-A-5
Harris Blvd. West Extension	- Urban System	12.515	I-A-6
Harris Blvd. East Widening	- Rural System	2.200	I-A-16
Outer Belt-Eastern Section Study	- New	0.400	I-A-18
Newell-Hickory Grove/Delta Roads	- New	5.000	I-A-19
Monroe Road Widening*	- New	0.300	I-A-20
Newell-Hickory Grove North	- New	7.000	I-A-21
N.C. 51 - Widening	- New	3.600	
N.C. 51 Bypass Pineville	- New	23.600	
 <u>High Priority</u>			
Airport Entrance Road**	- Urban System	7.375	I-A-4
N.C. 16 Charlotte to Lucia	- Rural System	27.087	I-A-12
N.C. 24/27 (Albemarle Road)	- Rural System	6.800	I-A-13
US 521-Pineville to Crump Road	- Rural System	3.210	I-A-14
Parkwood Connector (Caldwell St.)	- New	1.900	I-A-22
Brookshire Freeway Extension	- New	4.000	I-A-23
N.C. 51 Bypass Matthews	- New	5.000	I-A-24
Westinghouse Blvd. Widening	- New	3.300	I-A-28
 <u>Medium Priority</u>			
North Tryon Street Study	- New	0.200	I-A-25
10/11th Street Connector	- New	0.230	I-A-26
Rama Road Improvement	- New	2.200	I-A-27
Beatties Ford Road Widening***	- New	3.000	I-A-30
Shamrock Drive Improve. Study	- New	0.040	I-A-33
Graham St. -10th St. to Dalton	- New	3.000	I-A-34

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<u>Low Priority</u>	<u>Funding</u>	<u>Total Cost</u> (\$ millions)	<u>Page</u> <u>No.</u>
Statesville Avenue Widening	- Urban System(FAUS)	1.500	I-A-7
Monroe Road Widening*	- Urban System(FAUS)	3.280	I-A-8
Outer Belt Southern Section****	- Rural System	59.400	I-A-15
N.C. 24/27 (Albemarle Road)	- Rural System	6.000	I-A-17
Atando Avenue/36th Connector	- New	1.500	I-A-29
Freedom Drive Widening	- New	7.000	I-A-31
I-77 Interchange at Sam Furr Rd.	- New	2.000	I-A-32
Plaza Rd. Widening-Fairmarket to Newell-Hickory Grove	- New	0.975	I-A-35

* It is recommended that the widening of Monroe Road from Village Lake Drive to Old Post Road occur before the widening from Old Post Road to Sardis Road North in order to alleviate the problem of a bottle neck.

** Because of heavy demands on developing this area, it is felt that ROW protection is a very high priority and should proceed immediately; construction could wait until the later part of the 1980's.

*** Medium priority is given to the portion of Beatties Ford Road from I-85 to Capps Hill Mine Road; low priority is given for the section north of Capps Hill Mine Road.

**** ROW protection has been given a high priority because of development in the area. We are in the process of evaluating means of protecting the right of way locally. Construction is given a low priority.

B. Roadway Improvements - Transportation System Management

<u>Very High Priority</u>	<u>Funding</u>	<u>Total Cost (\$ millions)</u>	<u>Page No.</u>
Sharon Amity/Central	- New	0.160	II-A-16
Monroe Road ATSS*	- New	0.130	II-A-18
N. Tryon Connector to N. Church St.	- New	0.795	II-A-19
S. Tryon Connector to S. College St.	- New	0.805	II-A-20
Sharon Amity/Albemarle Intersec.	- New	0.320	II-A-21
Albemarle/Central ATSS	- New	0.180	II-A-22
Idlewild Rd./Monroe to Independence	- New	1.325	II-A-23
Fairview Road-Park	- New	0.705	II-A-24
South Blvd. ATSS	- New	0.230	II-A-25
N. C. 115 Improvement-Davidson	- New	0.300	II-A-27
Sugar Creek Rd. RR Separation	- New	5.365	II-A-28
Runnymede/Fairview Rd. ATSS	- New	0.180	II-A-29
Randolph Rd. ATSS	- New	0.120	II-A-30
East Blvd./Morehead ATSS	- New	0.190	II-A-31
Mathieson/30th/Tryon Sts. Int.	- New	0.420	II-A-32
Park Rd. ATSS	- New	0.160	II-A-33
Central Ave./The Plaza Intersec.	- New	0.080	II-A-34
 <u>High Priority</u>			
Graham St. ATSS	- New	0.140	II-A-35
Sugar Creek Rd. ATSS	- New	0.060	II-A-36
Sharon Amity Rd. ATSS	- New	0.090	II-A-37
Tryon Street ATSS	- New	0.100	II-A-38
Beatties Ford Rd. ATSS	- New	0.120	II-A-39
Parkwood/Plaza ATSS	- New	0.150	II-A-40
Wilkinson Blvd. ATSS	- New	0.140	II-A-41
Trade Street Boulevard	- New	2.000	II-A-42
Addison Dr./Sharon Amity	- New	0.155	II-A-43
Raised Reflective Pavement Markings	- New	0.200	II-A-44
Fairview/Sardis ATSS	- New	0.080	II-A-45
Sharon Amity Rd. RR Separation	- New	2.460	II-A-46
Smith-Seaboard Area Improvements	- New	0.255	II-A-47

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<u>Medium Priority</u>	<u>Funding</u>	<u>Total Cost (\$ millions)</u>	<u>Page No.</u>
Hawthorne - 3rd to Independence	- New	1.415	II-A-26
 <u>Low Priority</u>			
7th St. - Central Ave. to 5th St. **	- New	0.080	II-A-17

* ATSS = Arterial Traffic Signal Systems

** The City of Charlotte requests the study not be undertaken until the City has adopted the Elizabeth Plan and that it be done under City direction.

C. Roadway Improvements - Replacement of Obsolete Facilities

<u>Very High Priority</u>	<u>Funding</u>	<u>Total Cost (\$ millions)</u>	<u>Page No.</u>
Computerized Arterial Signal System Upgrade - Elizabeth/Hospital Area - South Boulevard - Central Avenue - North Tryon Street	- New	0.540	III-A-6
<u>High Priority</u>			
Railroad Crossing Surface Improvement Program	- New	0.410	III-A-8
<u>Medium Priority</u>			
N.C. 160 & SR 1195 Reconstruc.	- New	0.400	III-A-7

RESOLUTION

A RESOLUTION TO RENAME AIRPORT PARKWAY BILLY GRAHAM PARKWAY.

WHEREAS, the North Carolina Department of Transportation is now constructing a new roadway tentatively named Airport Parkway from South Tryon Street (NC 49) to Interstate 85; and

WHEREAS, this roadway is an important segment of the City of Charlotte transportation network and will be traveled by many local citizens and visitors; and

WHEREAS, the Charlotte City Council wishes to honor one of its most successful sons;

NOW, THEREFORE, BE IT RESOLVED that the Charlotte City Council in regular session on Monday, May 18, 1981 respectfully requests the North Carolina Department of Transportation to formally designate the temporarily named Airport Parkway as Billy Graham Parkway; and

BE IT FURTHER RESOLVED that the North Carolina Department of Transportation, upon approval of this request, have appropriate signs erected along the roadway advising the public of the name.

CERTIFICATE

The undersigned duly qualified and acting City Clerk of the City of Charlotte, North Carolina, certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the City Council of Charlotte, North Carolina, held on Monday, May 18, 1981.

City Clerk

May 19, 1981

Date

Approved as to Form:

Henry W. Underhill Jr.

City Attorney

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A RESOLUTION PROVIDING FOR PUBLIC
HEARINGS ON PETITIONS FOR ZONING CHANGES

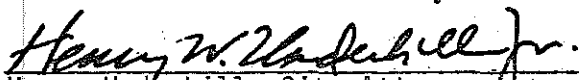
WHEREAS, the City Council has received petitions for zoning changes, which petitions, numbered 81-34, 81-35 and 81-37 through 81-41 are on record in the Office of the City Clerk, and

WHEREAS, the City Council deems it in the public interest that hearings be held on said petitions,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Charlotte, that public hearings will be held in the Education Center, Board Meeting Room, Fourth Floor at 701 East Second Street beginning at 6:00 o'clock P. M. on Monday, the 15th day of June, 1981, on petitions for zoning changes numbered 81-34, 81-35 and 81-37 through 81-41.

BE IT FURTHER RESOLVED that notice of said hearings be published as required by law.

APPROVED AS TO FORM:


Henry Underhill, City Attorney

Read, approved, and adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the 18th day of May, 1981, the reference having been made in Minute Book 76, and recorded in full in Resolutions Book 17, at Page 246.

Ruth Armstrong
City Clerk