

MINUTES } CITY OF PIKEVILLE

(4) Enact such ordinances and institute such procedure as may be necessary to carry out these resolutions as soon as the School Board definitely decides upon and obtains the necessary approval and financial aid for this location.

Commissioner, Richard Wells, Jr., moved the adoption of the resolution. Commissioner, E. Bruce Walters, seconded the motion. The vote was as follows:

Mayor:	W. C. Hambley	Aye
Commissioner:	B. P. Bogardus	Aye
	W. E. Venters	Aye
	E. Bruce Walters	Aye
	Richard Wells, Jr.	Aye

Meeting was adjourned .

APPROVED:

W.C. Hambley M.D.
MAYOR

ATTEST:

Charles L. Huffman Jr.
CITY CLERK

The Board of Commissioners of the City of Pikeville, Kentucky, convened in session on the 9th day of Sept. , 1963, at the hour of 7:30 P. M. at City Hall. The following were present as indicated:

Mayor:	W. C. Hambley, M.D.	Aye
Commissioners:	R. G. Wells, Jr.	Aye
	B. P. Bogardus	Aye
	E. Bruce Walters	Aye
	W. E. Venters	Aye

The City Clerk read the minutes of the previous meetings. Upon completion, the Mayor, Dr. W. C. Hambley, asked if there be any corrections or additions. The Mayor, having no voiced objections from the Commissioners, declared the minutes approved as read.

GENERAL FUND REVENUES FOR AUGUST, 1963.

Parking Meters	\$ 1,857.79
Parking Meter Fines and Penalties	384.23
Delinquent Property Taxes	561.76
Employees Quarterly	765.94
Minumun Fees	625.54
Net Profit License Fees	448.30
Individual	172.43
Regulated Fees	270.00
Interest	3.02
Penalty	21.11
Police Court Fines	486.12
Misc. Receipts	27.61
TOTAL	\$ 5,623.85

Mayor, Dr. W. C. Hambley, reported a letter addressed to Senator Francis M. Burke from Arthur C. Miller, P.E., Vice President, Michael Baker, Jr., Inc. The letter was an answer to a request made by Senator Burke for a preparation of a comprehensive outline of the City of Pikeville's proposed redevelopment plans. As a part of the City's planned development and rehabilitation program, an Urban Renewal Project adjacent to the downtown area of the City is under consideration. The letter stated the success of the program depended upon the relocation of the C. & O. railroad facilities out of the downtown area and the utilization of the present railroad right-of-way as a major arterial street through the City connecting with U.S. Route 23 at the upper and lower bridges. In this respect it is anticipated that the Ky. Department of Highways will look with favor upon the City's request for financial assistance in the development of this street. This projects goal is the alleviation of traffic congestion Throughout the City coupled with the clearance and redevelopment of slum and deteriorating areas.

MINUTES } CITY OF PIKEVILLE

The report listed the problems encountered in their investigation and the proposed solutions that may be accomplished through the utilization of Urban Renewal procedures. The report also contained a condensed financial plan for the proposed Urban Renewal Program in Pikeville. The eight (8) page report is being attached to the minutes as a permanent record.

Disbursements for the proper funds for the month of August, 1963, are as follows:

GENERAL FUND:

C & R Office Supply	\$ 113.49	Standard Overall Ser.	\$ 36.00
Chrisman Insurance Agency	40.00	Stratton Bros. Lumber	38.63
Cumberland Publishing Co.	53.90	Thermo-Fax Sales	15.20
Duncan Parking Meter Co.	353.58	Two-Way Radio	30.00
O. T. Hinton	268.84	Wells Motor Co.	44.60
Gulf Oil Corp.	107.40	Ben Williamson & Co.	81.08
Hall's Texaco	12.21	Grant Phillips, Jr. Post Mas.	50.00
Home Furniture Co.	24.72	Payroll & S.S. Acct.	4,173.47
Everett Johnson	145.25	Marvin Ratliff	50.00
Kentucky Oil & Refining Co.	206.25	Lula Justice	89.50
National Fire Protection Assn.	1.35	Mayor W. C. Hambley	150.00
Pauley Lumber Co.	380.12	Payroll & S.S. Acct.	4,523.51
T. E. Rogers & Sons	32.24	Pikeville National Bank	260.00
Sanfax Corp.	137.31	Citizen's Bank	260.00
Southern Bell Telephone Co.	51.20	Pikeville Public Library	691.66
Standard Oil Co.	57.80		

Total General

\$12,479.31

WATER AND SEWER FUND:

Armco Metal Products Div.	\$1,395.00	Standard Overall Service	\$ 30.00
Badger Meter Mfg., Co.	348.24	The C. I. Thornburg Co., Inc.	655.01
C. & R. Office Supply	36.31	Payroll & S. S. Acct.	1,411.43
The Calvert Chemical Co.	117.00	Grant Phillips, Jr. P.M.	22.68
Campbell Oil Tool, Inc.	181.49	Payroll & S. S. Acct.	1,192.99
Chrisman Insurance Agency	24.40	W. E. Butcher	80.00
Comet Manufacturing Co.	141.95		
Gulf Oil Corp.	15.60		
Keene Garage	2.35		
King & Irwin	49.39		
T. E. Rogers & Sons	4.60		
Chas Sowards Hardware Co.	15.62		
Southern Bell Telephone Co.	51.63		
Sportlite Grill & Camera Shop	9.85		
Texaco, Inc.	5.89		
Standard Oil Co.	11.62		

Total Water

\$ 5,803.05

UTILITIES OPERATING:

C. & R. Office Supply	\$ 36.31	Grant Phillips, Jr.	\$ 4.00
C. & O. Railway	10.00	Payroll & S. S. Acct.	611.07
Campbell Oil Tool, Inc.	24.90	Payroll & S. S. Acct.	532.47
Chrisman Agency	36.40	Grant Phillips, Jr.	22.68
Gulf Oil Corp.	6.30		
W. W. Lindsey	2,006.55		
Riley & Scott	199.06		
Chas Sowards Hardware	4.19		
Southern Bell Telephone Co.	17.03		
United Fuel Gas Co.	75.00		

Total Utilities

\$ 3,585.96

GARBAGE:

Hall Texaco	\$ 50.00	Payroll & S. S. Acct.	\$ 1,065.95
T. E. Rogers & Sons	84.58	Payroll & S. S. Acct.	1,263.64
Grant Phillips, Jr., Post Master	4.00		
Grant Phillips, Jr., Post Master	22.68		

Total Garbage

\$ 2,490.85

TOTAL FUNDS:

\$24,359.17

MICHAEL BAKER, JR., INC.
THE BAKER ENGINEERS



CONSULTING ENGINEERS - PLANNERS - SURVEYORS
PHOTOGRAPHIC ENGINEERS
P. O. BOX 8897 - NORTHSIDE STATION
JACKSON 8, MISSISSIPPI

337-47 NORTHVIEW DRIVE
AREA CODE 601
Phone 262-5401

August 29, 1963

Senator Francis M. Burke
3rd Floor, Citizens Bank Building
Pikeville, Kentucky

Dear Senator Burke:

In accordance with your request of August 20, to Mayor W. C. Hooley and Mr. Robert C. Amadori, we have prepared for you a comprehensive outline of the City of Pikeville's proposed redevelopment plan. As a part of the City's planned development and rehabilitation program, an Urban Renewal Project adjacent to the downtown area of the City is under consideration. This project, which is the goal, the alleviation of traffic congestion and the development of the downtown area with the elimination and redevelopment of slum and deteriorating areas. The success of this program depends upon the relocation of the C&O Railroad facilities out of the downtown area, and the utilization of the present railroad right-of-way as a major arterial street through the City connecting with U.S. Route 25 at the upper and lower bridges. In this regard it is anticipated that the Kentucky Department of Highways will look with favor upon the City's request for financial assistance in the development of this street.

The following is a summary of the problems encountered in our investigation and the proposed solution that can be accomplished through the utilization of Urban Renewal procedures.

PRESENT PROBLEM

The primary highway network for Pikeville is composed of U.S. Highways 25, 119, and 440 and Kentucky State Highway 50. These four highways serve the City from the north, south and east and come together at the downtown area of Pikeville. This

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by-pass is located on the east bank of Lewis Fork and routes traffic around the City through the less densely developed area. Traffic along this route is heavy and will soon exceed the recommended design capacity for a two lane road. Within the next five years this route will either have to be widened or an additional route developed to accommodate the increasing traffic. A business route for these highways leads into Fikeville over three bridges across Lewis Fork. This route directs traffic through the central business district via a network of narrow one-way streets. Maintenance of these streets is the responsibility of the Kentucky State Highway Department.

The street pattern and the land use within the City proper is to a great extent dictated by the topography, the Old Railroad and the Lewis Fork. The streets are narrow, have abrupt changes in alignment and grade and in many instances terminate at the railroad or the river. On-street parking is permitted on almost every street and there are no weight or vehicle restrictions in force. Street crossings at the railroad are generally hazardous due to poor alignment, excessive grades and inadequate regulatory devices. These factors, though in themselves not particularly critical, when grouped together combine to make traffic movement and circulation within the City critical. The coal trucks (up to 30 tons capacity) which operate within the City further impede traffic and cause serious traffic congestion as well as extensive and accelerated deterioration and damage to the streets themselves.

The need to alleviate these conditions and remedy the existing street system within the City is emphasized in the report entitled, "The Major Street Plan" and adopted by the Fikeville City Planning Committee in March of 1942. The proposed long-range plan calls for extensive street and parking improvements within the City including the relocation of the Old Railroad.

Other related factors contributing to the City's social and economic problems are:

1. The properties abutting the streets discussed in the preceding paragraphs have been built up to the right-of-way lines thus prohibiting the widening of these streets to accommodate the requirements of present day traffic.

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2. The lack of off-street parking facilities makes it mandatory that most parking facilities be of the curb type, which further impedes the flow of traffic.

3. The restricted flow of traffic and limited parking facilities have resulted in an economic obsolescence of a number of buildings in the downtown area. These buildings are either vacant or are not fully utilized. We are informed that tax assessments and the resulting tax collections on these buildings are comparatively low thus contributing to the City's financial hardships.

4. Since the economy of the City is basically dependent upon coal production and loading operations and the trade activity generated by a fairly populous county, care must be taken in proposing solutions so that neither of the basic industries are impeded in their activities. At the present time, each is impeding the other.

5. The high cost of undertaking this project, precludes private enterprise from taking remedial action on an overall basis. Since the problems as hereinbefore stated, and after careful investigation, appear to be without solutions except on an overall basis, the need for City government action is dictated.

6. Flooding, long a problem in the City of Fikeville, is conspicuous by its absence in the foregoing statement of problems. Completion of the present system of dams will reduce the maximum flood level to elevation 674. According to information supplied by the U.S. Army Corps of Engineers, the flood control dams are scheduled for completion in 1968. Flooding which will occur after 1968 will be confined largely to the relatively unhabitable areas adjacent to the river.

7. The presence of the railroad in the downtown area of the City along with coal docks and supplies create serious problems both from the standpoint of the health, safety, and welfare of the public, as well as the future development of the growth of the City. The railroad is the major source of the coal which is the basis of the City's economy.

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dangerous street crossings at the railroad, the adverse effect on traffic movements through the city and the curtailment of the development of the central business district, indicate that serious thought must be given to the relocation of the railroad and the coal operators to more desirable and centralized locations around Pikeville.

PROPOSED SOLUTION

1. Relocation of the C&D Railroad. Since the presence of the C&D Railroad adjacent to the business section of Pikeville is a primary contributing factor to the problems of the City, any effective solution to the City's ailments must be mandatory that the railroad and its supporting facilities be relocated out of Pikeville. The relocation of the coal loading facilities is necessary in order to eliminate coal loading traffic from the downtown area and channel it into an area that will not affect traffic movements in the City. This relocation would materially enhance the twofold basic economies of Pikeville. Other benefits which would result from the relocation of the railroad and coal docks would be the elimination of coal dust, which pollutes the air and discolours many buildings, and preservation of city streets which deteriorate rapidly due to the 10-ton coal trucks operating over them.

2. Street. Through the relocation of the C&D Railroad, the opportunity to alleviate traffic problems in the City as a whole becomes possible with the development of a major traffic artery utilizing present railroad right-of-way. This street is planned to meet Kentucky State Highway Department Class I Design Requirements (see "Proposed Street Improvement Plan" attached hereto). It has been ascertained in conferences with Highway Department personnel that the continuing increase in traffic on present U.S. Highway 23 by-pass will eventually result in a pressing need for either an improvement or a widening of the present by-pass road within the next five years. Relocation of the railroad and coal docks would provide a major traffic artery through the City to Pikeville.

from Prosserburg along the west bank of the river. However, route or plan is finally decided upon, it is felt that the street plan proposed as a part of the City's Urban Renewal Program could become an integral part of the Kentucky Highway System either as the principal U.S. 23 Route or as the City Route for U.S. 23 or State Route 20. It is felt that in either case the resulting cost to the Highway Department would probably result in a more economical means of developing their system if done as a part of this Urban Renewal Plan. Even if it were necessary to reconstruct the upper and lower bridges in order to ultimately accommodate 4 lanes of traffic, it is estimated that the overall cost for the bridge and the proposed street would be approximately \$2,300,000. If the present by-pass were to be widened and the cost for such were to be equivalent to the original construction costs, it is estimated that approximately \$2,000,000 would be required. However, it must be pointed out that federal aid funds may not be used by the State in order to construct the street improvements as proposed under the financing plan required for this Urban Renewal Project. This means that approximately \$800,000 in State Highway Department funds are required, in order to bring about the proposed street improvements. This street would tend to relieve traffic congestion in the downtown area by providing direct route rather than the long circuitous route now employed. Further, the location of this street is the focal point of development upon which rests all of the future plans for the project.

3. Parking Facilities. Additional parking facilities are essential not only to attract business to secure therefrom but also to assist in the elimination of traffic congestion. There is no parking area for public parking in the downtown area. There are 66,000 square feet of lot space available for parking cars of 200 to 300 feet in length. The existing parking facilities are as follows:

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4. Clearance of Blighted Areas. The proposed Urban Renewal Area contains approximately 34 acres of land and 151 structures. It is planned that this project shall be a clearance type Urban Renewal program and that approximately 115 blighted and deteriorating structures shall be demolished. The redevelopment of the area is to include a public housing area, new residential lots, additional commercial lands as well as the enhancement of the adjacent commercial, college and residential properties, (see Proposed Re-Use Plan).

5. Pikeville College. The Pikeville College campus is presently divided by the C&O Railroad. While the planning proposals do not contemplate uniting the area, access from one part of the College to the other will be much more convenient under the proposed Urban Renewal Plan. College Officials have expressed interest in acquiring additional property north of the proposed street in order to provide student and faculty parking facilities. The Urban Renewal Plan would also afford the College the opportunity to face the campus on a major street.

PROJECT FINANCING

Following is a condensed financial statement of the proposed Urban Renewal Program in Pikeville, Kentucky.

PIKEVILLE, KENTUCKY URBAN RENEWAL PROJECT

Planning, Administration, Engineering,
and Other Costs

Real estate acquisition

Public housing

but

Comptroller Francis M. Burke

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College land and building purchases (since 1937)		\$ 700,000
Public housing tax remission grant-in-aid		144,000
Off-street public parking facilities		<u>7,131,400</u>
Less: Value of land to be sold NET PROJECT COST:		<u>7,945,400</u>
City's Share: (1/4 of \$7,184,000)	\$1,796,000	
Less: Non-cash grants-in-aid Prior constructed public facilities.	\$ 15,000	
Street to be constructed by Kentucky State Highway Department	783,100	
Cash value street r.o.w.	117,500	
Public housing grant-in-aid	144,000	
College land and building purchases	20,000	
Off-street public parking facilities	<u>230,000</u>	<u>1,490,600</u>
Net Estimated City Cash Requirements		<u>2,286,600</u>

In analyzing the City's financial position, it is noted that the City could support a net cash requirement of \$600,000. The net estimated cash requirements for the project of off-street public parking facilities are estimated at \$530,000. Therefore, it becomes evident that the City would be required to provide the balance of the net cash requirements of \$70,000 from other sources. It is noted that the City's financial position is satisfactory.

Senator Francis M. Burke

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August 29, 1963

THE ECONOMIC IMPACT OF URBAN RENEWAL PROJECT ON PIKEVILLE, KENTUCKY

Based on \$5,000,000 in new contract constructing in Pikeville, there will be created a demand for 391 construction workers who will take home \$1,760,000 in wages and salaries. With \$3,000,000 more added to the area's economy through real estate acquisition for a total of \$3,760,000 of new money in circulation, Pikeville's economy will be greatly affected. Because the real estate acquisition will probably provide a large amount of money to particular land owners at one time, much of this will be invested or saved rather than spent. This will probably result in a propensity to consume of 7/8, or an economic multiplier of 8 for the community.

Therefore, \$3,000,000 boost to Pikeville's economy will result during the time of the project. Retail sales should increase \$1.6 million and bank deposits should rise by \$1,470,000.

Secondary employment in other industries, especially services, should rise with the economy reaching a peak of around 600 total new jobs in Pikeville, both directly and indirectly the result of the construction project.

The magnitude of the problems which Pikeville faces is one which can only be resolved through the combined efforts and cooperation of the City, Pike County, State of Kentucky, U.S. Government, the C&O Railroad and Pikeville College. Only through the unified efforts and foresighted planning of these agencies will the best result: better economic conditions for the Pikeville area, improved highway travel in eastern Kentucky, relocation of operations of the railroad and coal operators, improved living conditions for the citizens of Pikeville, be accomplished.

Sincerely yours,

WILLIAM BROWN, JR., 1961

Arthur G. Miller, M.D.
Vice President

WLB:grt

Attachment (4)

ONE

Robert W. H. H. H. H.
Mayor of the City of Pikeville
Pikeville, Kentucky

MINUTES } CITY OF PIKEVILLE

No other business coming before the meeting, the same was adjourned upon a motion by W. E. Venters, seconded by B. P. Bogardus.

APPROVED:

W. E. Hambley JR.
MAYOR

ATTEST:

Charles L. Huffman Jr.
CITY CLERK

Minutes of Special Meeting of the Board of Commissioners of the City of Pikeville, Kentucky, held on September 24, 1963, with Bruce Walters, Mayor pro tem presiding and all Commissioners present, and W. E. Butcher, City Manager, and O. T. Hinton, City Attorney, in attendance.

Mr. Ken Ratliff of R. L. Persinger & Co. submitted written report of audit of the books of the City of Pikeville, covering the fiscal period from July 1, 1962, to June 30, 1963, together with a letter of recommendation dated August 22, 1963. The letter and report are attached to and made a part of these minutes. After full discussion, the following resolution was offered by Richard G. Wells, Jr., Commissioner:

Resolved that the Persinger report be accepted and that the recommendations contained therein and in the letter of August 22, be adopted and approved and that the matter be referred back to Mr. Ratliff and his Firm, for the purpose of putting into effect the recommendations contained in the report and letter and that he be requested to report back to the Board on October 1, with further recommendations as to personnel, compensation, and equipment required to put the recommendations into effect, and an estimate of charges of his own firm for their services in so doing. The motion was seconded by B. P. Bogardus. Upon roll call the motion was unanimously carried and it is so ordered.

O. T. Hinton, City Attorney, reported that he had received a letter from William J. Baird, Attorney for the Pikeville City Board of Education, advising that the Board of Education had acquired the property of Chloe Creek, mentioned in the Resolution of this Board of August 20, 1963, and requested conveyance of the property mentioned therein to the School Board free from reversion and that the property acquired by the School Board be annexed and brought within the limits of the City of Pikeville.

Mr. Richard G. Wells, Jr., Commissioner, moved the following resolution: RESOLVED that O. T. Hinton, City Attorney, be authorized and directed to prepare the necessary deed to the School Board, requested by Mr. Baird, Attorney, and that he institute the necessary annexation proceedings as requested by Mr. Baird.

Mr. B. P. Bogardus seconded the motion. Upon roll call the motion was unanimously carried and it is so ordered.

O. T. Hinton, City Attorney, reported that he and Commissioner, B. P. Bogardus and City Manager, W. E. Butcher, conferred with the representatives of the Consumer's Natural Gas Co., on September 23, at which time Mr. Reynolds Watkins of Watkins and Associates, Inc., Consulting Engineers, attended the conference and reported his estimates of valuation of the physical assets of the Consumer's Natural Gas Co. and Kentucky Shale gas distribution systems. Mr. Hinton presented a copy of the estimate submitted by the Watkins Firm, showing a total valuation of \$232,681.00. Mr. Hinton recommended that he be authorized to make a formal offer to purchase said property for the sum of \$232,000.00, to be financed by revenue bonds.

After full discussion, B. P. Bogardus moved the following resolution: Resolved that O. T. Hinton, City Attorney, be authorized to make formal offer to purchase the Consumer's Natural Gas Company and Kentucky Shale gas distribution systems from the owners at the sum of \$232,000.00 cash. Richard G. Wells, Jr., seconded the motion. Upon roll call the motion was unanimously carried and it is so ordered. There being no further business, the meeting was adjourned.

APPROVED:

W. E. Hambley JR.
MAYOR