

12/3/69

Rt 75

Lowell Bridwell

Don Zucelli Zuchelli

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us



Bridwell sees 3 major tasks

③ at this stage no decision has been made to build 75

① find out whether we can put together a viable relocation housing program to meet Fed stds (68 law)

② Determine what kind of joint devel can be planned if Rt. 75 is built - housing, commercial, institutional facilities

③ How to finance & implement it

Two Phases - ① Report in 3 mo from Nov 17, ie.

**FBI** [?] - at this time they want to know if there is enough chance to develop a relocation & housing program to proceed w/ 2nd - 9mo. phase -

Is there a chance of doing it?

May have to be some leeway in deadline

→ Have to find who has resources - HUD & DCA housing progs  
Pvt. money also

→ Does community desire to support replacement housing & joint devel. program?

If the end of 3mo & Answer is **NO** - Not feasible - even w/ joint devel, relocation, etc -  
Then it might proceed but w/out SDC.

Phase I: **DEFINING Feasibility** - make accurate id. of No. of families to be relocated, who can afford what -  
Mkt rent, subsidized, FHA.

Contract can define resp. of each parties - state, DOT, DCA, NHA, Comm.

ing  
24-



# 12/03-2 - strategy worked out for phase I

Also on Phase I will examine user needs for alt. corridors -

2 alternatives would be McClure Hwy improvements, improvement to existing streets - have to update existing traffic data.

If you can't predict relocation facilities, road won't be built - according to NJDOT - so question is meeting our relocation demands

LB: Citizen participation - words of commitments are there - but need community help on this. ~~with~~ Want to develop contacts w/ all org who will have an interest in 75. Want to org. reg. mtgs. Want us to be neutral while they see whether there are benefits - till end of first phase

- Staff: <sup>1) Bradwell</sup> Urban Economist - Don was project mgr on North Nashville study will do relocation plan
- 3) Arch - Bob - will org & devel community participation
- 4) Traffic Engrs, 2 Design Engrs -
- 5) also other urban designers, soc, etc.

feel they have assets for their offering us - cannot for us to accept highway

Method of Analysis = put together a compensation matrix - benefits & detriments

No one has developed a weighting mechanism - whose interests will prevail -

\* When will Goldberg go?? -> Keith Rosser - Director of Planning NJDOT

Trying highway another way, but w/ OPTIONS: Highway money for: 1) RELOCATION ASSIST.

Example of JT devel B arrrts construction to add to NHC land in R-6 - But to get these benefits, w/ exception of interchanges, no funds will be spent here.

- Subsidy - a social purpose
- 2) JOINT Devel - highway money for build stuff other than but compatible w/ highway - part of school construction cost

CITIZEN PARTICIPATION - have no right under contract to subcontract work to us - can put an individual on - (Deve CARLSON at Ford) exper housing programs can help us get some money for our own team but can't fund us

Staff men w/ complete access to info

A member of team w/ full responsibilities



can't proceed w/ acquisition & construction for 1 yr.

Don't want publicity - in community cause people will run - any statements must be joint

AGREED: Relocation: 1-6 vacancy rate in Nulk went 1 for 1 moving of people into New hsq - LB won't play vacancy & turnover role games

Mass transit

We will set up citizen participation mechanism