

MINUTES OF A REGULAR MEETING OF THE MAYOR AND THE BOARD OF ALDERMEN
OF THE TOWN OF CHAPEL HILL HELD IN THE MUNICIPAL BUILDING, MONDAY,
FEBRUARY 17, 1975 AT 7:30 P.M.

The Board of Aldermen met for a regular meeting on February 17, 1975 at 7:30 p.m. in the Municipal Building. The roll was reported as follows:

Present: Howard N. Lee, Mayor
Gerald A. Cohen
Thomas B. Gardner
Shirley E. Marshall
Sid S. Rancer
R. D. Smith
Alice M. Welsh

Absent: None

A quorum of the Board was present and in attendance at the meeting. Also present were Town Manager C. Kendzior, Town Clerk D. Roberts and Town Attorney E. Denny.

Alderman Smith moved, seconded by Alderman Welsh, that minutes of the meeting of February 10, 1975 be approved as circulated. Said motion was unanimously carried.

Greenway System--Four
Resolutions

Mayor Lee said that he wishes to present four resolutions in recognition of persons who have contributed to the establishment of the Greenway System, which is envisioned to provide a continuous open space from downtown Chapel Hill to University Mall area. Alderman Welsh said that Town citizens have been interested in the preservation of watershed areas, and the Greenway System is envisioned to preserve the area along Bolin Creek for public enjoyment. Legislation has been passed in the last few years enabling Town to ask for easements along Bolin Creek; Town has obtained 14.5 acres in this area in the past year. Eventually the system is envisioned to connect the sixteen Town recreation areas by walking space. Mayor Lee asked Mr. Bobby Roberts to step forward, and read the following resolutions:

RESOLUTION

WHEREAS the Chapel Hill Greenways Program is an asset to the whole area and a benefit to all the citizens of Chapel Hill; and

WHEREAS its success, however, depends in large measure on the actions of a small group of citizens, owners of property along courses of still-unspoiled beauty; and

WHEREAS Mr. Bobby Roberts has from the first given encouragement to proposals for a Greenway following Bolin Creek; and

WHEREAS when proposals gelled into an actual request for greenway easement across his property, Mr. Roberts responded immediately and granted that request;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Board of Aldermen of the Town of Chapel Hill on behalf of all the citizens of the community express deep appreciation to Mr. Bobby Roberts for his unselfish action in the service of the community; and

BE IT FURTHER RESOLVED that this resolution be signed and sealed by the Mayor and each member of the Board of Aldermen and a copy filed in the permanent records of the Town of Chapel Hill.

This the Seventeenth day of February, 1975.

Mayor Lee asked Dr. Louis L. Vine to step forward, and presented the following resolution:

RESOLUTION

WHEREAS the Chapel Hill Greenways Program is an asset to the whole area and a benefit to all the citizens of Chapel Hill; and

WHEREAS its success, however, depends in large measure on the actions of a small group of citizens, owners of property along courses of still-unspoiled beauty; and

WHEREAS Dr. Louis L. Vine has from the first given encouragement to proposals for a Greenway following Bolin Creek; and

WHEREAS Dr. Louis L. Vine gave unstintingly of his time in consultation with Town officials in order to grant Greenway open space and a scenic pathway across his property;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Board of Aldermen of the Town of Chapel Hill on behalf of all the citizens of the community express deep appreciation to Dr. Louis L. Vine for his unselfish action in the service of the community; and

BE IT FURTHER RESOLVED that this resolution be signed and sealed by the Mayor and each member of the Board of Aldermen and a copy filed in the permanent records of the Town of Chapel Hill.

This the seventeenth day of February, 1975.

Mayor Lee presented the following resolution recognizing Ms. Mary Danziger:

RESOLUTION

WHEREAS the Chapel Hill Greenways Program is an asset to the whole area and a benefit to all the citizens of Chapel Hill; and

WHEREAS its success, however, depends in large measure on the actions of a small group of citizens, owners of property along courses of still-unspoiled beauty; and

WHEREAS Ms. Mary Danziger has from the first given encouragement to proposals for a Greenway following Bolin Creek, and

WHEREAS Ms. Mary Danziger granted to the Town lengthy pathway easements along Bolin Creek, forming crucial links in the Greenway System;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Board of Aldermen of the Town of Chapel Hill on behalf of all the citizens of the community express deep appreciation to Ms. Mary Danziger for her unselfish action in the service of the community;

BE IT FURTHER RESOLVED that this resolution be signed by the Mayor and each member of the Board of Aldermen, and a copy filed in the permanent records of the Town of Chapel Hill.

This the seventeenth day of February, 1975.

Mayor Lee asked Ms. Dahlstrom, representative of Hidden Hills Neighborhood Park Association, to step forward, and presented the following resolution:

RESOLUTION

WHEREAS the Chapel Hill Greenways Program is an asset to the whole area and a benefit to all the citizens of Chapel Hill; and

WHEREAS its success, however, depends in large measure on the actions of a small group of citizens, owners of property along courses of still-unspoiled beauty; and

WHEREAS members of the Hidden Hills Neighborhood Park Association, Inc., have from the first given encouragement to proposals for a Greenway following Bolin Creek; and

WHEREAS the Hidden Hills Neighborhood Park Association, Inc., has granted to the Town conservation easements preserving as open space extensive tracts along Bolin Creek;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Board of Aldermen of the Town of Chapel Hill on behalf of all the citizens of the community express deep appreciation to Hidden Hills Neighborhood Park Association, Inc., for their unselfish action in the service of the community;

BE IT FURTHER RESOLVED that this resolution be signed and sealed by the Mayor and each member of the Board of Aldermen and a copy filed in the permanent records of the Town of Chapel Hill.

This the seventeenth day of February, 1975.

Alderman Welsh expressed her thanks to Mr. David Drake, Assistant Town Attorney, and to the Public Works Department for their assistance with the Greenway System.

Proctor Property Rezoning

Alderman Cohen said that consideration of Proctor Property rezoning, which will be referred back to the Board from Planning Board in time for next week's agenda, should be postponed for an additional week, since Monday, February 24, 1975 is also the date on which County Commissioners are holding a Public Hearing on the matter; postponing this will enable interested persons to attend both meetings. Alderman Cohen moved, seconded by Alderman Welsh, that consideration of Proctor Property rezoning be postponed to the March 3, 1975 Board meeting. Said motion was unanimously carried.

Utilities Hearing

Alderman Cohen petitioned the Board that consideration of possible Board action in the matter of Public Hearing on Utilities be placed on the agenda. Alderman Welsh moved, seconded by Alderman Marshall, that the petition be received and consideration of the matter be placed on the agenda under 6b. Said motion was unanimously carried.

Executive Session--
Personnel Matters

Mayor Lee announced that an executive session will be held immediately after the Board meeting to consider administrative personnel concerns.

Douglas A. Johnston--
Communication

Mayor Lee presented a letter from Mr. Douglas A. Johnston, of 509 North Street, requesting that bus route change on North Street be made immediately, before other bus system changes are considered. Alderman Smith moved, seconded by Alderman Gardner, that action on the letter be delayed, in case Mr. Johnston arrives at the Board meeting later. Said motion was unanimously carried.

Eubanks Landfill--
Unauthorized Use

Town Manager Kendzior said that at the last Board meeting he was directed to report back as it

relates to the excavation of the southside landfill area, to include cost of the total project, including returning it to its original state, the source from which the money was drawn, and the persons authorizing the expenditure of funds and the letting of proposed bids. He said that one bid was solicited from a Greensboro firm which has experience with sludge removal, but the bid was too high and the sanitation personnel did the work themselves. The cost of digging the trench and providing the fencing, including salaries, was \$2,060; the cost to restore the site will be about the same amount. Alderman Welsh asked where the funds were obtained for this project. Town Manager Kendzior said that the funds came from sewer system operation funds, which are shown on Page 98 of Town Budget. Alderman Cohen asked if any overtime has to be paid to restore the site to original state. Town Manager Kendzior said that, since the restoration is to be completed as soon as possible, work crews have been working on weekends. Alderman Smith asked when the restoration will be completed. Town Manager Kendzior said by Thursday, February 20, 1975, weather and equipment permitting. Alderman Welsh asked whether the equipment had to be taken from other projects to accomplish this one. Town Manager Kendzior said that he does not think so. Alderman Marshall asked whose decision it was to dig the trench. Town Manager Kendzior said that he does not know whose decision it was specifically, but, according to Town Charter, Town Manager is responsible for all administrative functions. When the Director of Public Works was asked to remove the sludge from the digester, no specific instructions were given on its disposal. Alderman Welsh asked whether staff considered placing the sludge in the sewer system originally. Town Manager Kendzior said yes, but this is not the most advisable thing to do, since alum treatment provides wetter sludge than other methods, and placing the sludge from Plant Road site in the sewer system adds 75,000 gallons of diluted sludge to the system. Alderman Welsh asked whether this additional sludge may be harming Morgan Creek. Town Manager Kendzior said no, since the sludge is placed in the system at other than peak times. Alderman Gardner asked whether there is the possibility of needing additional sludge removal at a later date. Town Manager Kendzior said that there is a full digester at the Morgan Creek treatment plant. Alderman Gardner asked whether a government agency can be contacted about the possibility of their utilizing the sludge. Town Manager Kendzior said that he is attempting to contact the State Highway Department to see if they can use the sludge as soil conditioner; it is not suitable for use as fertilizer.

Transportation Department--
Revised Budget

Town Manager Kendzior reported that the Transportation Department estimated revised budget

shows \$733,750 for operations, \$61,368 for non-departmental expenses, and \$8,000 for administrative expenses, giving a total expenditure of \$803,118. Estimated revenue is \$704,750, and transfer of \$48,000 from Consumer Utilities Corporation, which the Board authorized earlier, leaves an estimated deficit of \$50,368. Town Manager Kendzior recommended that these funds be obtained as follows: \$25,000 from Revenue Sharing Fund, deferring construction of Public Works Shelter Building; \$14,640 from Revenue Sharing Fund, overtime pay for fire and police personnel; and \$11,000 from General Contingency Fund, for a total of \$50,640. Town Manager Kendzior said that Town's January financial statement shows that the General Fund has received 82% of budgeted revenues for the fiscal year and has spent about 52% of budgeted expenditures; Transportation Department has spent about 55% of the budgeted amount. However, in the Transportation Department's budget there are some items over which the staff has no control, such as liability insurance, maintenance and fuel, which

can cause the operations expenses to change drastically. The Transportation Advisory Committee has researched the figures presented, and, although their approach to the figures differs, the overall cost estimates are close to staff estimates. Alderman Marshall said that she finds it difficult to see the overall financial situation of the Town from a monthly statement; she found a six-month statement, such as the one presented by Public Library, very helpful. She suggested that similar statements be drawn up by all Town departments. Town Manager Kendzior said that during a seven month period about 58% of budgeted funds should be spent; Transportation Department has spent 55% and Town has spent 52% overall, since some projects have been deferred. On March 3, 1975 he will have to report on the estimated costs of a temporary garage, and additional projects will need to be deleted to accomplish the building of this facility. He recommended that the Board wait until the fourth quarter before adopting a budget ordinance amendment reflecting actual changes in the Transportation System expenditures. Alderman Welsh asked for clarification on the revised budget figures, as compared to the figures shown in Town Budget. Town Manager Kendzior explained the specific questions. Alderman Welsh said that she finds it difficult to make an analysis, since so many different figures are given. Town Manager Kendzior said that as the Transportation System progresses, the estimated figures will be closer to actual costs and revenues. He said that the expenditures were more realistic than the proposed revenues; the cost of an annual pass can cost as little as 5¢ per ride for people who use the buses daily. The operation of the Transportation System is geared to the annual pass or 40-ride system, although the amount of single fares appear to be increasing. Alderman Welsh asked if methods for changing the anticipated operational deficit are being considered. Mayor Lee said that TAC is considering this. Alderman Marshall said that the temporary maintenance facility will help in providing a much better budget for next year. Mr. Wesley Egan, of Mason Farm Road, asked whether the \$66,000 carried over from last year's revenue is taken into account when computing the deficit. Town Manager Kendzior said that the accounting system that the Town uses incorporates only current revenue and the \$66,000 is not included. As far as deferring projects to cover Transportation Department deficit, this is also true for other Town departments; for example, projects had to be deferred to pave North Lake Shore Drive, since the budgeted amount was less than the actual cost of the project. Transportation System is often considered profit-making, but this should not be the case. Mayor Lee said that the Transportation System was set up as a service to help the community; it was hoped that it might maintain itself, but this is not an actual necessity. Ms. Egan said that citizens are not charged for the use of other Town services, such as police and fire protection. Town Manager Kendzior said that Public Works could be considered to be operating at a deficit, since there is no income from garbage collection. Alderman Gardner asked whether it is correct that three of the bus routes account for 80% of the ridership. Mr. John Pappas, Transportation Director, said that he can give average daily figures for the bus routes. Mayor Lee said that TAC is analyzing the routes at the present time, and it would be better to wait for their report. Dr. Marvin Silver, Chairman of TAC, said, generally, with the exception of U-route, the ridership is equal on all routes on a monthly basis, which does not add up to 80% for three routes. Alderman Welsh asked whether operational expenses could be decreased by eliminating some streets from some routes. Mayor Lee said that TAC is considering this at the present time. Dr. Silver said that it is important to analyze in detail the specific hourly ridership; TAC is now in process of doing so and should have the report ready in two weeks. Alderman Welsh asked whether it would be correct to say that revenue and expenses would balance if the maintenance costs were not so high. Town Manager Kendzior said that the deficit would certainly be decreased

if the operation costs were not so high and if the insurance costs were less; he said that he feels also that the cost of the annual pass is too low. Mayor Lee said that setting the cost of the annual pass at \$30 was a deliberate decision, to make it more economical to ride the bus than to use cars; if the cost of the annual pass is raised too much, people will go back to using their cars. Alderman Marshall said that maintenance costs should be halved once the temporary maintenance facility is available. Alderman Welsh said that revenue up to \$230,000 is available from the 10¢ tax levy that voters approved, since the rate at the present time is less. Mayor Lee said that TAC report will reflect some savings in maintenance and route adjustment; however, the Board should be careful not to get so involved with route adjustments that the system would become ineffective. Alderman Welsh moved, seconded by Alderman Smith, that consideration of Transportation Department revised budget be deferred until the first Board meeting in April, 1975. Said motion was unanimously carried.

Transportation Department--
Route Changes

Mr. John Pappas, Transportation Director, presented the proposed route changes and showed them on

the map. He said that there are three changes proposed; Route L north end would be joined with Merritt Mill-Westwood route; Route N north end would be joined with Morgan Creek-Highland Woods route; and Route B would be set up to serve the north side of Lake Forest to Memorial Hospital. These three changes would cost an additional \$64,956 for period April 1, 1975 through June 30, 1975, or \$264,000 for the fiscal year 1975-76. The major reason for the proposed changes is to give all Town routes direct access to downtown area and to University Mall, thus establishing a better transferring system; and to provide service to north Lake Forest area and to Greenwood. If the Board decides to maintain present routes, with the utilization to Twin Coaches on L and N routes, the number of buses on these routes would have to be increased at peak hours, since there are too many riders to be served by a small bus. The cost for these additional buses would be about \$12,000 for the period April 1, 1975 through June 30, 1975 or \$51,000 for the fiscal year 1975-76. Alderman Marshall said that, as Board's liaison with the TAC, she would like to stress the importance of meeting the June 1, 1975 date for having a maintenance facility available. The Board also needs to consider the skeletal structure of routes for full Town service and the levels of service the citizen demands in conjunction with the level of service he is willing to pay for. If the Board wishes to address the levels of service in the 1975-76 budget, the skeletal changes must be on the street at the earliest possible moment, possibly March 15, 1975, with citizens being made aware that how the improved system is used between March 15 and June 1, 1975, will have a direct bearing on the level of service for the next fiscal year. She said that citizens should be aware that the level of future bus service is entirely dependent on how heavily the system is used now; once the levels of service are cut back, they cannot be reinstated quickly or economically. According to ballpark figures given at TAC meeting, the N/L route switch, taking all Town routes to Mall, will cost about \$7,300 from March 15 to the end of the fiscal year; a partial B route with one bus going only to the Mall and back will cost about \$8,000 for the same time period. Less than \$16,000 does not seem excessive to give the Board concrete facts with which to approach the budget.

Alderman Marshall said that these are not ad hoc route changes; they are structural changes to serve the citizen in a better fashion. Whether these changes are adopted now or not adopted now, the Transportation Department and the TAC need certain policy decisions by this Board.

1. It is our policy to bring bus service to within one-quarter mile of each citizen of Chapel Hill whenever possible. Yes? or No?
2. It is our policy to give wide access to, from and between all parts of Chapel Hill. Where transfer is necessary we will strive to make the transfer easily understood and safely accomplished. Yes? or No?
3. If we answer yes to #1 and #2, we accept that the N/L switches, the B route, and the earlier proposed changes in the G route, to be accomplished when necessary road paving can be completed, are well-engineered and well-thought-out propositions for accomplishing these goals. Yes? or No?
4. Levels of service eventually reached will represent an expression of an interaction between the Board of Aldermen and the citizens of Chapel Hill based on the reasonable expected use at any one time compared with the actual use; we will attempt to present this choice clearly. Yes? or No?

Alderman Marshall said that if these changes are approved for March 15, then an aggressive call for citizen contact, such as distribution of flyers, should be also pursued. Alderman Smith said that he supports the recommended bus route changes, but asked whether the bus route analysis by TAC can be completed by March 15, and also what effect the neighborhood deletions would have on the cost of operation of the system. He also asked about the estimated revenue for the proposed route changes. Dr. Silver said that it is difficult to make a financial analysis on neighborhood deletions, since the information TAC has is not quite suited for this type of analysis. A public hearing will be held in April to consider neighborhood route changes; the Board will receive a report after analysis of this is completed. The neighborhood route changes should be accomplished by July 1, 1975. The major changes suggested now should be implemented as soon as possible. Alderman Marshall said that TAC needs to know if the Board will decide to bring bus service within a quarter mile of most Town residents, since this will make a difference in how TAC responds to citizens complaints. Alderman Smith said that he feels anticipated additional income should be deducted from estimated expenses for the proposed route changes. Mr. Pappas said that it is difficult to estimate additional revenue, since the Transportation System is operating mainly on prepaid passes; it is not known how many persons in the north Lake Forest area have the annual passes. Alderman Marshall said that some persons from this area can now be driving to University Mall to take buses from there. Mr. Pappas said that the best way to analyze a route, after a petition has been received, is to set up a temporary bus route, notifying area residents that the ridership must go to a certain number or the route will be cut off. Alderman Welsh said that it is difficult to estimate revenues for the proposal; she feels it is important to incorporate the routes in the bus system this spring, with effectiveness analysis at a later date, so that the overall system can be considered, including the temporary maintenance facility, at budget time. Alderman Cohen said that he is concerned about the timing of the route changes, since the test period will include only 3-4 weeks of school year with the rest in summer; the student population in Town is much lower during the summer, and bus passes are not geared to a six week period. Alderman Marshall said that it is unfortunate that the report was submitted so late; at the present time TAC is looking more for residential riders in the areas rather than for students. Alderman Cohen said that the south loop of L-route consists mainly of students, with a seasonal demand. Alderman Marshall said that the additional Twin Coaches on the proposed routes would be used only as needed and would not be used during times of low

ridership. Alderman Cohen said that the projected cost for the route changes includes the extra buses. Alderman Welsh said that during summer other persons would use the buses, such as school-age children, who would not use them during the rest of the year. Alderman Gardner said that it should be possible to find out how many persons in north Lake Forest area have bus passes, since most of these are paid through payroll deductions at the University. Alderman Cohen said that the projected expenses will be less, since the additional buses on L and N-routes will probably be needed only through May 15, 1975; also if B-route goes only to the University Mall, the cost will be less than projected. Mr. Pappas said that the projected costs assume that Twin Coaches will be used on routes B, L, and N. Mayor Lee said that the system adjustment is frustrating, since the system is so new. The Town needs the best bus system to serve the needs of people, and experimentation with routes is in order. The new routes are needed as soon as possible, with concrete fiscal information available to the Board, so that sound decisions can be made for the next fiscal year. He suggested that TAC be permitted to start the new routes with the ridership data collected as soon as possible. Alderman Welsh asked where the necessary \$65,000 would be obtained. Town Manager Kendzior said that it is difficult to say at this point, because of the cost of temporary maintenance facility; other items will need to be deferred. Alderman Welsh asked whether action on the matter can be delayed until next week's meeting. Dr. Silver said that he recommends that action be delayed for one week, since TAC will be meeting Thursday, February 20, and will need to get more information. He invited Board members to attend the TAC meeting. Alderman Welsh moved, seconded by Alderman Smith, that action on the proposed bus route changes be delayed until the meeting of February 24, 1975, so additional budget information can be prepared. Alderman Cohen asked whether TAC will be able to implement the bus changes on March 15, if action on the matter is delayed. Alderman Marshall said that Transportation Director has indicated that the changes can be accomplished in one month; he can anticipate that the route changes will be approved and begin work now. Said motion was unanimously carried. Alderman Welsh said that TAC is also analyzing the system in regard to service and cost; citizens should be aware that service on some present routes may be reduced. Alderman Marshall said that many neighborhood inequities will be taken care of by these major route changes.

Solid Waste Collection--UNC

Town Manager Kendzior said that UNC has requested Town bid on

solid waste collection, for a three year contract with one year option. Town Manager recommends no bid. Mayor Lee said that he also recommends no bid. Alderman Cohen said that if the service can produce \$20,000 per year for Town, with two new trucks available after three years, then he feels Town should bid, even though the anticipated low bid may be much less than Town bid. Mayor Lee said that he feels Town should not get into the business of hauling garbage under contracts. Alderman Welsh moved, seconded by Alderman Marshall, that Town not bid on the solid waste collection from UNC. Said motion passed by a vote of five to one, with Alderman Cohen opposing.

Community Blood Assurance Plan--Resolution

Alderman Cohen moved, seconded by Alderman Welsh, that the following resolution on community

blood assurance plan be adopted:

RESOLUTION ON COMMUNITY BLOOD ASSURANCE PLAN

WHEREAS, a broad-based supply of fresh blood is a necessity to any community and more particularly to one served by a major teaching hospital; and

WHEREAS, the Community Blood Assurance Plan offers a chance to residents of the Chapel Hill area to help their community and protect themselves against future need:

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen, Town of Chapel Hill that the Board of Aldermen, Town of Chapel Hill hereby endorses the operation of the Community Blood Assurance Plan and encourages residents of the Chapel Hill area to avail themselves of the opportunities the Plan provides.

This the 17th day of February, 1975.

Said motion was unanimously carried.

Recycling Task Force--
Resolution

Alderman Welsh moved, seconded by Alderman Gardner, that the following resolution to establish Mayor's Recycling Task Force be adopted:

lish Mayor's Recycling Task Force be adopted:

A RESOLUTION TO ESTABLISH MAYOR'S
RECYCLING TASK FORCE

WHEREAS, in recent years it has become of paramount importance that the preservation of natural resources is urgently needed, and

WHEREAS, the consideration of energy is essential due to the critical shortages occurring from time to time, and

WHEREAS, both energy and resources are being wasted when many products are not being recycled, but rather heedlessly discarded as trash and refuse, and

WHEREAS, many such articles should be recycled for further uses;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE TOWN OF CHAPEL HILL, that there is hereby created a Mayor's Recycling Task Force to consist of from five to seven persons.

BE IT FURTHER RESOLVED that the responsibilities of such task force are as follows:

1. To give consideration to creative directions regarding recycling;
2. Recommend to the Governing Body, private associations, and individual citizens means by which their efforts may be directed towards the end of implementing recycling programs;
3. To investigate and recommend courses of action which bring to the public the urgent need for conservation measures, and to encourage by all appropriate means the participation of all citizens in such programs.

This the seventeenth day of February, 1975.

Alderman Smith asked whether the previous task force was ever dissolved by the Board. Alderman Welsh said yes. Mayor Lee said that the Task Force will look at what Town is now doing in recycling; will talk to private individuals and determine what encouragement should be given, in effect, work as a filtering station for recycling proposals; and consider long term recovery process. Alderman Marshall said that she hopes the Task Force will consider the previous report. Mayor Lee said that one of the reasons for requesting reactivation of the Task Force is that all of the recommendations in the report have not been implemented. Said motion was unanimously carried.

Ordinance--Parking

Alderman Smith presented the parking ordinance, as recommended by the Street and Traffic Committee. Alderman Welsh asked whether the committee checked with the residents of Glandon Drive as to what they feel should be done regarding parking there. Alderman Smith said that a postcard was sent to every resident on the street, and an overwhelming majority indicated that they prefer a parking ban. Alderman Welsh asked whether the residents were able to indicate on the postcard parking ban between the hours of 8:00 a.m. and 5:00 p.m. only; the residents she has contacted have indicated a desire to have parking permitted in evenings. The daytime parking ban would solve the problem of storage parking, while still providing evening parking. Alderman Cohen said that he has no objection to a daytime parking ban on the new area indicated in the ordinance; parking should be banned at all times in the area indicated by the present ordinance. Town Attorney Denny said that he would wish to add a new section to the Parking Ordinance for daytime parking ban; Board can approve the ordinance with reference to Glandon Drive deleted, with a new ordinance drawn to cover Glandon Drive. Alderman Marshall moved, seconded by Alderman Welsh, that reference to Glandon Drive be deleted from the ordinance as presented, and that the ordinance be adopted as follows:

PARKING ORDINANCE

BE IT ORDAINED by the Board of Aldermen, Town of Chapel Hill, that §21-27, "No Parking as to Particular Streets, of the Code of Ordinances, Town of Chapel Hill, be amended as follows:

SECTION I

Delete:

Ridge Road	either	Country Club Rd.	A point 300 ft. south of Country Club Road
------------	--------	------------------	--

And replace with:

Ridge Road	West	Country Club Rd.	A point 300 ft. south of Country Club Road
Ridge Road	East	Country Club Rd.	A point 175 ft. south of Country Club Road

SECTION II

Add in proper location:

E. Patterson Place	Both	Unpaved Portion
--------------------	------	-----------------

SECTION III

All ordinances and portions of ordinances in conflict herewith are hereby repealed.

This the seventeenth day of February, 1975.

Alderman Smith expressed his concern that permitting parking on both sides of Glandon Drive after 5 p.m. may cause an access problem for fire trucks. Alderman Cohen said that in the evening fewer cars would be parked in the area, making access possible. Said motion was unanimously carried. Alderman Marshall moved, seconded by Alderman Welsh, that Town Attorney draw up an ordinance that provides for parking only between the hours of 5 p.m. and 8 a.m. on certain streets, and that Glandon Drive be included in this ordinance. Said motion was unanimously carried.

Franklin Street Closing--
April 20, 1975

Franklin Street from Henderson Street to Columbia Street, and Henderson Street between Franklin and Rosemary Streets, from 12:30 p.m. to 7:00 p.m. on Sunday, April 20, 1975 for Apple Chill Fair. He said that he recommends that Board approve closing Franklin Street but not Henderson Street, since this should be left open to permit bus operation. Also, last year there was some problem with motorists ignoring parking ban on Henderson Street during these hours; Town Attorney has indicated that an ordinance can be written prohibiting parking on Henderson Street for this one day. Alderman Marshall asked whether the closing time also includes cleanup. Mayor Lee said that this can be included. He asked that the churches in the area be contacted so that there is not a conflict with parking for church services. Alderman Welsh moved, seconded by Alderman Cohen, that Franklin Street from Henderson Street to Columbia Street be closed to traffic from 1:00 p.m. to 7:00 p.m., including clean-up time, on Sunday, April 20, 1975, and that an ordinance be drawn prohibiting parking on Henderson Street, making it a tow zone, for the same hours. Said motion was unanimously carried. Alderman Smith said that he hopes persons in charge of the Apple Chill Fair will make sure that there are no cars from which items are sold parked on Franklin Street in this area.

Public Works Shelter--Bids

Works shelter building and showed the location on the Plant Road site. On December 31, 1974, four bids were received. Due to the unsettled situation at the Plant Road site, the staff requested and received extension from all bidders on the normal 30 day period the Town has to consider bids. The structure is movable metal structure, 50 x 100 feet, for the various Public Works departments and for storage, with a work area available for jobs during inclement weather. He recommended that the low bid be accepted. Alderman Smith said that he is hesitant to approve the building on the Plant Road site unless it is absolutely necessary, since it may have to be moved in just a few years. He asked whether the approval of the bid can wait until the site report for Transportation System is received. Town Manager Kendzior said that this type of building is urgently needed by the Public Works Department and should be approved now. While the Transportation Department will be moved from the site as soon as possible, Public Works Department may stay at the Plant Road site longer for up to ten years. The building can be moved, requiring only a new concrete slab. Alderman Smith asked whether this is the building that may be involved in the Transportation Department ~~revised~~ budget. Town Manager Kendzior said no; the building that is to be deferred is an open shelter. Alderman Cohen asked how much it would cost to move the building. Town Manager Kendzior said that at the present time this would cost about one dollar per square foot. Alderman Rancer said that additional costs for moving would be two dollars per square foot for the new concrete slab and about \$1.50 per square foot for installation. Alderman Cohen said that the building may be suitable for remaining on the Plant Road Site for recreational purposes. Alderman Smith moved, seconded by Alderman Welsh, that the low bid from G. E. Bobbitt and Associates of Raleigh of \$33,060.00 for the construction of a Steel Shelter at the Plant Road site for the Public Works Department be approved. Said motion was unanimously carried.

Work Sessions--Budget

The following work sessions were scheduled: Tuesday, March 4, 1975, at 4:00 p.m. to consider the current budget status; and Tuesday, March 18 and 25, 1975, at 7:00 p.m. to consider policies, programs and budgetary goals for the next fiscal year.

Utilities Hearing

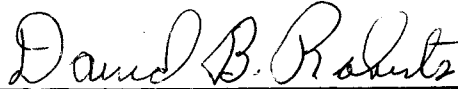
Alderman Cohen said that Attorney General Edmiston will hold a public

hearing on utilities on March 5, 1975. He requested that Board consider sending letters to Utilities Commission members encouraging them to attend this public hearing. Alderman Welsh moved, seconded by Alderman Marshall, that the Board write letters to Utility Commission members giving them the information on time, place and purpose for the Public Hearing. Said motion was unanimously carried.

There being no further business to come before the Board of Aldermen, the meeting adjourned at 10:00 p.m.



Mayor



David B. Roberts, Town Clerk

MINUTES OF A SPECIAL MEETING OF THE MAYOR AND THE BOARD OF ALDERMEN OF THE TOWN OF CHAPEL HILL HELD IN THE MUNICIPAL BUILDING, TUESDAY, FEBRUARY 18, 1975 AT 4:00 P.M.

The Board of Aldermen met for a special meeting with the Charter Commission on February 18, 1975 at 4:00 p.m. in the Municipal Building. The roll was reported as follows:

Present:	Howard N. Lee, Mayor Gerald A. Cohen Thomas B. Gardner Shirley E. Marshall Sid S. Rancer R. D. Smith Alice M. Welsh
----------	---

Absent:	None
---------	------

A quorum of the Board was present and in attendance at the meeting. Also present were Town Manager C. Kendzior, Town Clerk D. Roberts and Town Attorney E. Denny. Charter Commission members present were Anne Barnes, Mary Helen Hayman, Sam Holton, Jonathan Howes, Sandy McClamroch, Paul Morris, Ross Scroggs, Bill Thorpe and Adelaide Walters.

Mayor Lee said that the special Board meeting is called to consider the recommendations made by the Charter Commission, to iron out differences, and to hear the rationale for making certain recommendations. The Board has various alternatives to choose from in implementing the recommended charter changes: it can consider the various points of the charter, approve certain items to be transmitted to appropriate persons in the General Assembly for legislative action, and await action by General Assembly before acting on the rest of the charter; Board can in addition offer specific directions as relates to certain items Board would like to see implemented immediately; Board may, in addition, choose to adopt the parts of the charter that do not require legislative action by virtue of its own authority, either putting them into effect immediately or at some future date; or Board can take no action, wait until General Assembly acts on the proposed charter changes, then compile the total charter, including recommendations not requiring legislative action, and adopt the revised charter at some future date.