

DEC 14 '76
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MINUTES OF A SPECIAL MEETING OF THE MAYOR AND BOARD OF ALDERMEN
TOWN OF CHAPEL HILL, MUNICIPAL BUILDING, TUESDAY, DECEMBER 14, 1976, 4:00 P.M.

Mayor pro tem Marshall called the meeting to order at 4:09 p.m. Present were:

- Robert Epting
- Jonathan Howes
- Marvin Silver
- R. D. Smith

Alderman Silver moved that the Board adjourn to Executive Session to discuss personnel matters. Alderman Smith seconded the motion which was adopted by unanimous vote.

The meeting was adjourned at 4:10 p.m.

(Mayor Wallace, and Aldermen Cohen and Gardner arrived during the Executive Session.)

James C. Wallace

 Mayor James C. Wallace

David B. Roberts

 Town Clerk, David B. Roberts

MINUTES OF A SPECIAL MEETING OF THE MAYOR AND BOARD OF ALDERMEN
TOWN OF CHAPEL HILL, MUNICIPAL BUILDING, DECEMBER 20, 1976, 8:00 P.M.

Mayor Wallace called the special meeting to order. Present were:

- Gerald Cohen
- Robert Epting
- Thomas Garder
- Shirley Marshall
- Marvin Silver
- R. D. Smith
- Edward Vickery

Also present were Town Manager, K. Jenne, Town Attorney E. Denny, and Town Clerk. D. Roberts. Alderman Howes was excused.

Brookview Subdivision

Mayor Wallace announced that the special meeting had been called at the request of several of the Aldermen to consider the Brookview Subdivision. The subdivision had been discussed at the December 13 meeting, but information had not been available at that time to present the project to the Aldermen.

ALDERMAN SILVER MOVED TO POSTPONE THE MEETING UNTIL JANUARY 10, 1977, BECAUSE ALDERMAN HOWES WAS ABSENT. THE MOTION DIED FOR LACK OF A SECOND.

Mayor Wallace first requested Mr. Jennings to review the three proposals for the project, after which the Board would hear the developer, Mr. Goforth, and then any citizens who wished to speak on the project.

Mr. Jennings divided the discussion of the project into two steps, first the road configuration, and second, the standards of construction for the roads. He stated there was two means of access for the subdivision, Brookview Drive on the east and Riggsbee Road on the west. Riggsbee Road is an unused, unpaved, overgrown right-of-way connecting to Piney Mountain Road. Brookview Drive is paved to the subject property. The first of the three alternatives for the project was a cul-de-sac from Brookview Road, 800 feet off the property and 1300 feet on the property for a total of 2100 feet. Second was a "T" road from Riggsbee Road, ending in a cul-de-sac on the property, connected by private drive with Brookview Road. Third, was a through road off of Piney Mountain Road by means of Riggsbee Road connecting through Brookview Place to Brookview Road.

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Alternative one involved two questions, the advisability of the 2100 foot cul-de-sac and the fact that this configuration would not provide access between Piney Mountain Road and Lake Forest areas. The standard set by the town is 400 feet for a cul-de-sac, in order to provide emergency services should the road be blocked. Secondly, alternative one would not serve to tie together the two neighborhoods, and would not facilitate the delivery of routine and emergency services.

Alternative three would be, in effect, a through road, but there would be a cul-de-sac in the middle, and the steepest portion of the road would be a private drive paved to whatever standards the applicant wished. It would be subject to no construction standards nor would it be subject to town maintenance.

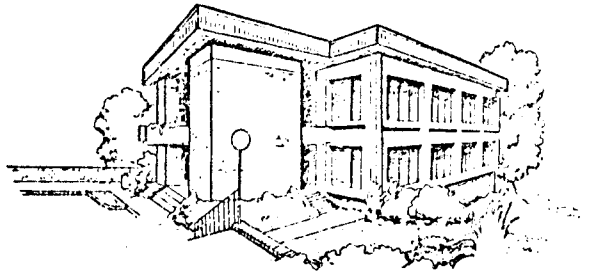
Alternative two would provide for through access by means of public roads, paved, from Piney Mountain Road, by means of Riggsbee Road, through to Brookview Road. The Planning Department felt this to be preferable to either alternative 1 or 3. It would tie the neighborhoods together, facilitate services, and provide through access by means of public roads. If alternative 2 was accepted by the Board, the remaining question would be that of the standards for the road, mainly whether the road should be paved with curb and gutter. Alternative two could be developed in one of two ways. The first would incorporate a standard 33 foot cross section with curb and gutter for the portion within the Town's jurisdiction and a 20 foot cross section, no curb and gutter, in the County jurisdiction. The second would provide a 20 foot cross section with no curb and gutter for the entire road. The staff had considered a 27 foot road, but discussions with the state and the applicant had led them to the conclusion that there would be no way to assure maintenance of this road because it would not meet state standards, and the applicant had indicated that he would not petition for annexation. Mr. Jennings listed the advantages of the 33 foot cross section over the 20 foot cross section. The first would require no exemptions from the subdivision requirements for curb and gutter in areas where sewer is available. It would provide a greater degree of control of storm water runoff than the second. It was believed that curb and guttering would ease street cleaning and parking control. The staff believed that this would be the best means for developing this property. Mr. Jennings added that the 33 foot cross section with curb and gutter would require no more cut and fill than a road without curb and gutter. Mr. Jennings pointed out that the Planning Board had considered all of the alternatives at various meetings. The Board had recommended alternative three, but at that time it was not known that the applicant was going to build a driveway through the property to Brookview Road. The staff had also recommended the Aldermen add the following stipulations to their approval of the preliminary sketch:

1. That Brookview Place be a public road having a 60 foot wide dedicated right-of-way paved to Town standards from Brookview Drive to the intersection of Brookview Place and Riggsbee Road. That the road be exempted from the requirements for a graded sidewalk and the 8% maximum grade standard.
2. That the portion of the road from the intersection of Riggsbee Road and Brookview Place to Piney Mountain Road, including the existing Riggsbee Road right-of-way be paved to State standards.
3. That lots 1, 1A, 2, 3, 4, and 5 be connected to the municipal sewer system.
4. That a fifty foot wide storm water, sanitary sewer, pedestrian and bikeway easement be dedicated along the entire length of the southern property line. This property line abuts the stream and the northern boundary of Green Hills Subdivision. This easement shall fulfill the open space requirement for the subdivision. The area within the open space easement is approximately 1.83 acres.
5. A 30 foot drainage easement be provided in the vicinity of lots 1A, 2 and 3 for storm water runoff.
6. That plans for the road be approved by the Town Manager prior to construction.

Alderman Epting asked if there was any precedent for requiring the applicant to pave off of his property. Mr. Denny responded that it had been done in the past. Alderman Smith stated he did not think the people owning undeveloped property on Riggsbee Road had any knowledge of the subdivision being built,

TOWN OF CHAPEL HILL

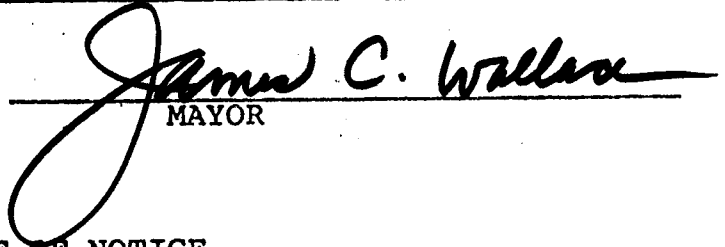
306 NORTH COLUMBIA ST.
CHAPEL HILL, N.C., 27514
(919) 929-1111



NOTICE OF SPECIAL MEETING OF THE BOARD OF ALDERMEN OF THE TOWN OF CHAPEL HILL

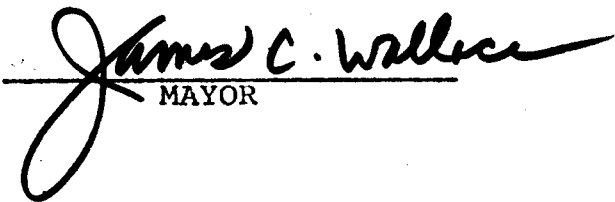
TO: Gerald Cohen
Robert Epting
Thomas Gardner
Jonathan Howes
Shirley Marshall
Marvin Silver
R. D. Smith
Edward Vickery

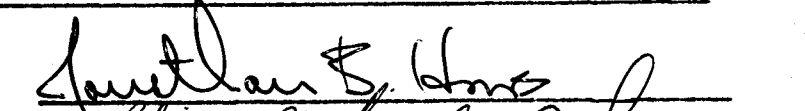

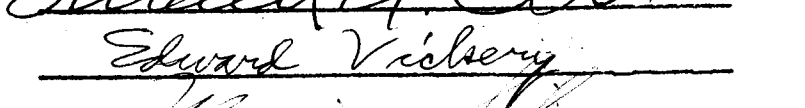
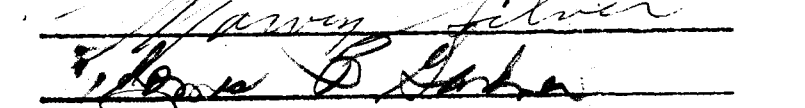
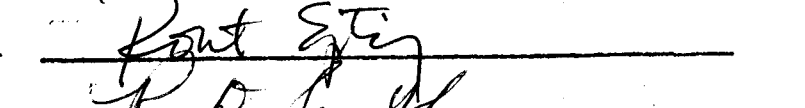
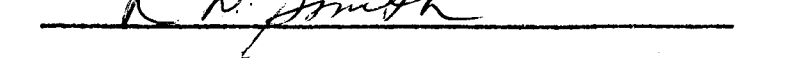

You, and each of you, are hereby notified that the Board of Aldermen have called a Special Meeting, to be held in the Municipal Building, at 8:00 P.M. on December 20, 1976, to consider the Brookview Subdivision Preliminary Sketch


MAYOR

ACCEPTANCE OF NOTICE

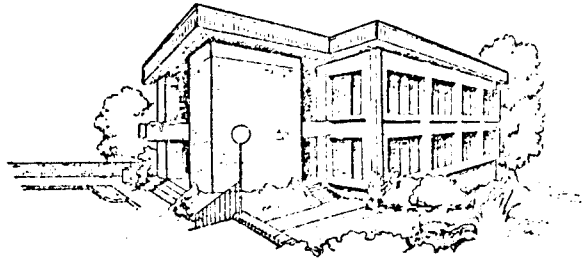
We, the undersigned, members of the Board of Aldermen of the Town of Chapel Hill, hereby accept notice of a Special Meeting of the Board of Aldermen, called by Honorable James C. Wallace, Mayor, to be held in the Municipal Building, on December 20, 1976, at 8:00 p.m.


MAYOR

TOWN OF CHAPEL HILL

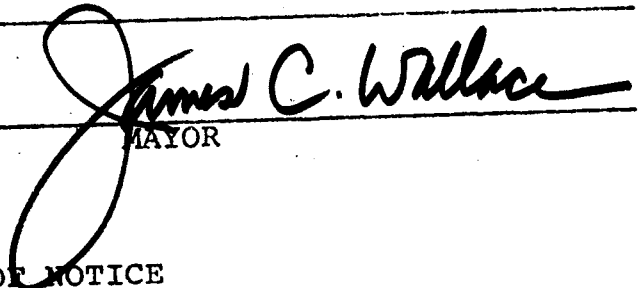
306 NORTH COLUMBIA ST.
CHAPEL HILL, N.C., 27514
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NOTICE OF SPECIAL MEETING OF THE BOARD OF ALDERMEN OF THE TOWN OF CHAPEL HILL

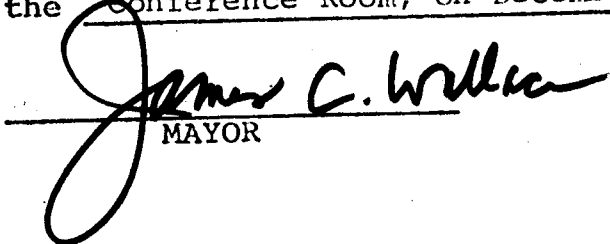
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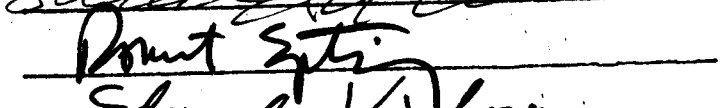
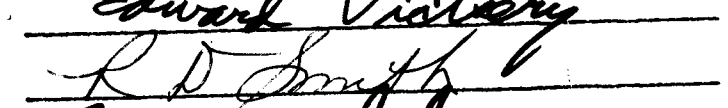



You, and each of you, are hereby notified that the Board of Aldermen have called a Special Meeting, to be held in the Conference Room, at 4:00 p.m. on December 14, 1976, to meet in Executive Session to discuss personnel matters.


MAYOR

ACCEPTANCE OF NOTICE

We, the undersigned, members of the Board of Aldermen of the Town of Chapel Hill, hereby accept notice of a Special Meeting of the Board of Aldermen, called by Honorable James C. Wallace, Mayor, to be held in the Conference Room, on December 14, 1976, at 4:00 p.m.


MAYOR

and the increased traffic to be put on Riggsbee Road. He thought they should be notified before anything else was done on the subdivision. Mr. Denny asked if the portion of the subdivision involving Riggsbee Road had been first heard by the County Planning Board. Mr. Jennings replied it had, and that the developer had agreed to improve Riggsbee Road. Mr. Denny explained that Riggsbee Road was within the County planning jurisdiction. Mayor Wallace asked if the Planning Board has considered the plan which the staff was now recommending. Mr. Jennings said they had considered it but recommended denial because of the steep grade of the road, and the exemption which would be needed. Alderman Cohen asked if there was any way to have access from Riggsbee Road, and prevent the applicant from constructing his private drive through to Brookview Road. Mr. Jennings answered no. Alderman Vickery had been told by citizens the Planning Board had considered the cul-de-sac from Riggsbee Road with a private drive connecting to Brookview Road. Mr. Jennings said they had considered it, but it had not at that time been a part of the applicant's plans, and the Planning Board had hoped that the drive would not be put in. However, the applicant had now declared his intention to build a connecting private drive if the access was from Riggsbee Road. Alderman Epting asked Mr. Jennings why he disagreed with the residents on Shady Lawn, and did not think the road connecting Piney Mountain and Brookview Road would become a thoroughfare. Mr. Jennings stated the current thoroughfare plan had Brookview Road as a major thoroughfare. In the proposed thoroughfare plan, Brookview Road had been omitted as a major thoroughfare and the connection from Piney Mountain Road would be in the north possibly through the Countryside subdivision. At present, there is only one connector between Piney Mountain Road and Shady Lawn Road. In deciding upon the 27 foot cross section with curb and gutter, the administration had thought traffic would be cut down, and it would require less cut and fill. However, the State will not maintain a 27 foot road.

Alderman Cohen stated he had received a letter from some of the residents of Brookview, who had suggested that major access be by Brookview Road, and Martha Lane and Emily Road be used for emergency. Mr. Jennings pointed out that Emily Road is not at present paved, that many of the roads in this area are not paved. Alderman Vickery thought the best way to discourage traffic in the area would be the private drive option. Although this might be bad for drainage, the residents in the area were in favor of this alternative and the Board should consider it. Mr. Jenne said the administration had reservations about the private drive because there would be no control over the standards for the drive. He added that Mr. Patterson's letter regarding drainage did not really address the question of a private drive, but rather a road without curb and gutter, as opposed to one with curb and gutter. Alderman Marshall thought to put in a road without standards would be bad from a safety point of view and expensive for residents when they later wanted to be annexed to the town. Mr. Jenne added that once the property was sold, it was up to individual property owners to maintain the private road, and there was frequently problems with getting several people to agree on the necessity for maintenance.

Alderman Cohen asked why the town could not close off any private drive and prevent access to Brookview Road. Mr. Denny answered that disciplinarians have a way of not staying where they are put, and that under driveway regulations, anyone can get a drive as a right. Mr. Jennings stated the State would not maintain the "T" road unless there was paved, public access to it.

Alderman Gardner asked if the developer had indicated he would request annexation. Mr. Jennings replied that at the time the Planning Board considered the Brookview Road cul-de-sac, the applicant had indicated he would not request annexation if curb and guttering were required. Mr. Goforth said he would agree to annexation with a 27 foot wide road with curb and gutter if the engineers felt this was better for drainage. Alderman Smith did not think the town should allow a variance from its 8% grade standard. He was also concerned that once the lots were sold, the developer would have no control over the roads. He added that he would like to hear from residents living on Piney Mountain Road, as well as those in Lake Forest, because they would be affected by the subdivision. Mr. Jenne stated that the staff's decision reflected the view that unless the town approved a 2100 foot cul-de-sac, there would be a through road and through traffic. The proposal was such that the town would at least have control over the through road, and the standards to which it will be built. Alderman Vickery did not believe an impossible hardship would be created if the road was left as a private drive.

Mayor Wallace then stated the residents in the audience would be allowed to speak on the subdivision. Mr. C. L. Kendall stated the terrain would lend itself to light development only, because of the run-off. The other concern of the Lake Forest residents was the traffic. The best way to prevent traffic would be the alternative providing for a long cul-de-sac from Brookview Road. He added there was precedent in the town for a cul-de-sac this long.

Mr. Charles Oliver stated he also supported the long cul-de-sac. He felt that fire plugs would be placed along the entire length of the cul-de-sac to facilitate emergency services. Mr. Don Liner, of Shady Lawn Road, said he preferred a narrow private road to a wide public road, but thought the cul-de-sac the best alternative. If the Board insisted on a connection to Piney Mountain Road, Martha Lane could be used instead of cutting Riggsbee Road through.

Mr. Jennings said the cul-de-sac raised two issues, that of emergency services, and also insuring the residents they would have safe services. The fire chief wanted a 2½ - 5 minute response time to save a burning house. Although the staff recognized that a 27 foot road would be better, the applicant had indicated he would not request annexation, and the road could not be plotted or maintained. He added that the State would be looking at proposals on January 7, 1977, to reduce the minimum road width for roads with curb and gutter in the State system. However, there is no guarantee they will change the standards.

Mr. James Nash thought the town was considering allowing itself to be forced to go at variance with its own standards.

Mrs. Carolyn Mercer reiterated that the traffic on Shady Lawn was very bad and a hazard to children. If there was a connection to Brookview Road, it would become a thoroughfare.

ALDERMAN VICKERY MOVED, SECONDED BY ALDERMAN EPTING, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION APPROVING THE PRELIMINARY SKETCH FOR BROOKVIEW SUBDIVISION

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby approves the preliminary sketch for Brookview Subdivision subject to the following conditions:

1. That Brookview Place be a private drive.
2. That the portion of the road from the intersection of Riggsbee Road and Brookview Place to Piney Mountain Road, including the existing Riggsbee Road right-of-way be paved to State standards.
3. That Lots 1, 1A, 2, 3, 4, and 5 be connected to the municipal sewer system.
4. That a fifty foot wide storm water, sanitary sewer, pedestrian and bikeway easement be dedicated along the entire length of the southern property line. This property line abuts the stream and the northern boundary of Green Hills Subdivision. This easement shall fulfill the open space requirement for the subdivision. The area within the open space easement is approximately 1.83 acres.

This the 20th day of December, 1976.

He said his intent was to adopt the alternative recommended by the Planning Board. Alderman Gardner said there were legal problems with a private drive and he thought the road should at least be a 20 foot wide public road. Mr. Denny said the town had not adopted standards for private roads or private drives. There would be no control over shoulders, grade or drainage. Alderman Gardner asked if the road was a 20 foot public road, would the town have control. Mr. Denny answered yes, there were standards for a 20 foot public road. Alderman Silver said he was unable to make a decision. New information and issues were being brought up which he was not sure the Planning Board had considered. HE MADE A SUBSTITUTE MOTION TO REFER THE MATTER BACK TO THE PLANNING BOARD. ALDERMAN SMITH SECONDED. Alderman Vickery objected to

this course of action because the project had already been referred to the Planning Board several times. He felt the Board would be dodging the issues. They would never be extremely clear. Alderman Silver argued that it was not dodging the issues to send it back to the Planning Board. If the information could not clear up any of the questions, then he could not vote for any of the proposals. Alderman Smith suggested waiting until after January 7, because the State might at that time have different standards. He favored giving the Manager the control he wanted over the roads. Alderman Epting saw no benefit in sending it back to the Planning Board. He said if the Aldermen could not make a decision on any alternative, then they should vote no. The Board was spending too much time on this project. THE MOTION TO SUBSTITUTE WAS DEFEATED BY A VOTE OF FIVE TO TWO WITH ALDERMEN SILVER AND SMITH SUPPORTING AND ALDERMAN COHEN, EPTING, GARDNER, MARSHALL AND VICKERY OPPOSING. ALDERMAN GARDNER MOVED TO SUBSTITUTE LANGUAGE IN THE ORIGINAL MOTION TO CHANGE THE PRIVATE ROAD TO A PUBLIC ROAD WITH A 20 FOOT CROSS SECTION WITH NO CURB AND GUTTER, AND ADD PROVISIONS FOR A DRAINAGE EASEMENT AND TOWN MANAGER APPROVAL OF ROAD PLANS. ALDERMAN VICKERY SECONDED THE MOTION. Alderman Epting stated he did not see any safe way to develop the property without a connection to Piney Mountain Road, and thought the present proposal the best.

Mr. Liner stated this proposal was the one the Planning Board had rejected, and he requested the Aldermen to consider an amendment which would stop Riggsbee Road at Martha Lane, allowing Martha Lane to be used for emergency access.

Alderman Marshall thought it best in terms of service to have direct access to this property for garbage, delivery services and emergency services. Alderman Epting responded to Mr. Liner's proposal stating that the State would not maintain the roads unless the outlet from Martha Lane and Emily Road was paved. THE MOTION TO SUBSTITUTE WAS DEFEATED BY A VOTE OF FOUR TO THREE WITH ALDERMEN EPTING, GARDNER AND VICKERY SUPPORTING AND ALDERMEN COHEN, MARSHALL, SILVER AND SMITH OPPOSING. Alderman Epting then withdrew his second to the original motion. The motion receiving no other second died.

ALDERMAN MARSHALL MOVED, SECONDED BY ALDERMAN GARDNER, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION APPROVING THE PRELIMINARY SKETCH FOR BROOKVIEW SUBDIVISION

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby approves the preliminary sketch for Brookview Subdivision subject to the following conditions:

1. That Brookview Place be a public road having a 60 foot wide dedicated right-of-way paved to Town standards from Brookview Drive to the intersection of Brookview Place and Riggsbee Road. That the road be exempted from the requirements for a graded sidewalk and the 8% maximum grade standard.
2. That the portion of the road from the intersection of Riggsbee Road and Brookview Place to Piney Mountain Road, including the existing Riggsbee Road right-of-way be paved to State standards.
3. That Lots 1, 1A, 2, 3, 4 and 5 be connected to the municipal sewer system.
4. That a fifty foot wide storm water, sanitary sewer, pedestrian and bikeway easement be dedicated along the entire length of the southern property line. This property line abuts the stream and the northern boundary of Green Hills Subdivision. This easement shall fulfill the open space requirement for the subdivision. The area within the open space easement is approximately 1.83 acres.
5. That a 30' drainage easement be provided in the vicinity of lots 1A, 2 and 3 for storm water runoff.
6. That plans for the roads be approved by the Town Manager prior to construction.

This the 20th day of December, 1976.

Alderman Vickery stated this motion had all of the objections of the motion which was defeated and more. THE MOTION WAS DEFEATED BY A VOTE OF SIX TO ONE WITH ALDERMAN MARSHALL SUPPORTING AND ALDERMEN COHEN, EPTING, GARDNER, SILVER, SMITH AND VICKERY OPPOSING.

ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN SMITH, TO RECONSIDER THE MOTION BY ALDERMAN SILVER TO REFER THE MATTER BACK TO THE PLANNING BOARD. Mr. Goforth said he would agree to a 27 foot wide street with curb and gutter and request annexation as long as this was acceptable to the engineer's drainage plan. THE MOTION WAS DEFEATED BY A VOTE OF FOUR TO THREE WITH ALDERMEN COHEN, SMITH AND SILVER SUPPORTING AND ALDERMEN EPTING, GARDNER, MARSHALL AND VICKERY OPPOSING.

Alderman Vickery asked if Mr. Liner's suggestion was followed, would not there still be an emergency access by Martha Lane. Mr. Jennings explained that the applicant had already gone to the County and the County had approved the plat with the connection to Riggsbee Road. He had gotten State DOT approval and agreed to improve Riggsbee Road. Mr. Jennings added that Martha Lane was passable. He did not believe the State would approve the project without the Riggsbee Road connection, and they had requested Riggsbee Road be gravel.

ALDERMAN VICKERY MOVED, SECONDED BY ALDERMAN GARDNER, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION APPROVING THE PRELIMINARY SKETCH FOR BROOKVIEW SUBDIVISION

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby approves the preliminary sketch for Brookview Subdivision subject to the following conditions:

1. That Brookview Place be a public road having a 60 foot wide dedicated right-of-way paved to State standards 20 feet wide without curb and gutter, from Brookview Drive to the intersection of Brookview Place and Riggsbee Road. That the road be exempted from the requirements for a graded sidewalk and the 8% maximum grade standard.
2. That the portion of the road from the intersection of Riggsbee Road and Brookview Place to Martha Lane, including the existing Riggsbee Road right-of-way be paved to State standards 20 feet wide without curb and gutter.
3. That Lots 1, 1A, 2, 3, 4, and 5 be connected to the municipal sewer system.
4. That a fifty foot wide storm water, sanitary sewer, pedestrian and bikeway easement be dedicated along the entire length of the southern property line. This property line abuts the stream and the northern boundary of Green Hills Subdivision. This easement shall fulfill the open space requirement for the subdivision. The area within the open space easement is approximately 1.83 acres.
5. That a 20' drainage easement be provided in the vicinity of lots 1A, 2 and 3 for storm water runoff.
6. That plans for the roads be approved by the Town Manager prior to construction.

This the 20th day of December, 1976.

Mr. Jennings stated his information was that the State would not maintain the road unless it was connected by a paved, public road. Alderman Gardner asked for verification of the statement that the State would maintain the gravel road. There was discussion as to what the requirements of the State would be for maintenance of the road. Alderman Vickery said that without verification, the Board should act on information provided by the town staff. He withdrew his motion. ALDERMAN VICKERY THEN MOVED, SECONDED BY ALDERMAN SMITH, TO DEFER THIS MATTER UNTIL AFTER MORE INFORMATION HAD BEEN RECEIVED FROM THE STATE, AND CONSIDER IT AT THE MEETING OF JANUARY 10, 1977. THE MOTION WAS CARRIED BY A VOTE OF FOUR TO THREE WITH ALDERMEN COHEN, SILVER, SMITH AND VICKERY SUPPORTING AND ALDERMEN EPTING, GARDNER AND MARSHALL OPPOSING.

Resolution to Authorize Town's Participation in the State Energy Conservation Plan

ALDERMAN SILVER MOVED, SECONDED BY ALDERMAN SMITH, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION TO AUTHORIZE TOWN'S PARTICIPATION IN THE STATE ENERGY CONSERVATION PLAN

WHEREAS the Town of Chapel Hill has demonstrated an interest in energy conservation programs through participation in the Orange County Energy Conservation Task Force, and

WHEREAS, the Town has made consistent efforts to implement energy conservation programs.

NOW, THEREFORE BE IT RESOLVED that the Town Manager is hereby authorized to advise the State Task Force of Chapel Hill's willingness to serve as a Pilot Community for Energy Conscious Purchasing as proposed by the Purchasing Advisory Committee.

This the 20th day of December, 1976.

Alderman Gardner asked for the requirements of participating with regard to meetings and time. Mr. Jenne answered there would be one meeting on the tenth, and some additional record keeping over the trial period of a year. He added that he had planned to do the additional record keeping anyway. THE MOTION WAS CARRIED UNANIMOUSLY.

There being no further business to come before the Board, the meeting was adjourned at 10:25 P.M.

James C. Wallace

Mayor James C. Wallace

David B. Roberts

Town Clerk, David B. Roberts

MINUTES OF A REGULAR MEETING OF THE MAYOR AND BOARD OF ALDERMEN
TOWN OF CHAPEL HILL, MUNICIPAL BUILDING, MONDAY, JANUARY 10, 1977, 7:30 P.M.

Mayor Wallace called the meeting to order at 7:35 p.m. Present were:

- Gerald Cohen
- Robert Epting
- Thomas Gardner
- Shirley Marshall
- Marvin Silver
- R. D. Smith
- Edward Vickery

Also present were Town Manager K. Jenne, Assistant Town Attorney D. Drake and Town Clerk D. Roberts. Alderman Howes was excused from the meeting.

Wesley Drive Sewer Line Extension - Public Hearing

Mayor Wallace stated the purpose of the public hearing was to consider sanitary sewer improvements for Wesley Drive. Mr. Jenne said the matter arose in May, 1976, when the Board denied a petition by Dr. Levitt to tie into a 4" sewer line because there were problems with the septic tank of the home he was buying. The Board at that time instructed the staff to provide for service to the area by a standard line by November, 1976. Funding was arranged as a part of the Town's summer sale of sewer bonds, a line extension permit was secured from the state, and the project was engineered and bid. At the public hearing held on this project on November 22, 1976, a question was raised regarding the total number of lots which might be served by the proposed improvements. A new hearing was set at that time for January 10, 1977. All notification requirements were followed. He then asked Mr. McAdams, the engineer designing the project, to review the project.

Mr. McAdams explained that the project was originally designed to serve the Levitt property and any property that could be economically reached in the area of that property. Because of developments at the last public hearing, the project was redesigned to serve all properties on Wesley Drive. The engineers had worked up three alternative methods of service, the first of which would serve 8 properties at a cost per property at \$3148, the second of which would serve all ten properties at a cost of \$3495. The firm recommended that the Aldermen approve alternative 2.