

JAN 23 1978 259

MINUTES OF A PUBLIC HEARING AND MEETING
OF THE BOARD OF ALDERMEN TOWN OF CHAPEL HILL,
MUNICIPAL BUILDING, JANUARY 23, 1978, 7:30 P.M.

Mayor Wallace called the meeting to order. Present were:

- Gerald Cohen
- Robert Epting
- Jonathan Howes
- Beverly Kawalec
- R.D. Smith
- Bill Thorpe
- Edward Vickery

Also present were Town Manager K. Jenne, Town Attorney E. Denny, and Town Clerk D. Roberts. A quorum of the Planning Board was present for the public hearings.

Mayor Wallace announce that by agreement of the applicants and the Board, the order of the public hearings would be changed. The Chapel Hill Bible Church special use permit would be considered first.

Special Use Permit for the Chapel Hill Bible Church Parking Lot - Public Hearing

Witnesses were sworn in. Mr. Jennings stated the proposal was for a 118 space gravel parking lot for the Chapel Hill Bible Church. The location of the lot would be at the corner of Mason Farm Road and Purefoy Road. The property is zoned R-20 with a small portion zoned R-10. The property across Purefoy Road is R-20 and across Mason Farm Road is R-20. The property to the south is zoned R-10 and used for residential purposes. Discussion at the Planning Board public hearing centered around the run-off on surrounding property and safety concerns over the curve and hill on Mason Farm Road. The lot would have entrances on Mason Farm and Purefoy Roads. Residents were disturbed that commuters might use the lot during the week, creating more traffic in the neighborhood. Mr. Jennings showed slides of the surrounding properties.

Mr. Johnston responded that he had talked with the County erosion control officer and water run-off would be controlled by the gravel parking lot of crushed stone. The lot would be policed by the secretary asking people to leave during the week or by towing. The edge of the property would be graded, with grass planted for pedestrian traffic. Mr. Johnston submitted the statement of justification for the record.

Chapel Hill Bible Church
(NON-DENOMINATIONAL)

1702 Fountain Ridge
Chapel Hill, N. C.
27514

Pastor -- Teacher
Jim Abrahamson (ThM)
967-7866

STATEMENT OF JUSTIFICATION FOR A SPECIAL USE PERMIT

Corner of Purefoy and Mason Farm Roads

December 9, 1977

The following "Statement of Justification" is submitted in partial fulfillment of the requirements for a special use permit by the Chapel Hill Bible Church. It is intended to supply the Board of Aldermen of the Town of Chapel Hill with factual information supporting the four requirements for a special use permit for a parking area adjoining the building housing the Chapel Hill Bible Church. Each of the requirements for the special use permit is addressed below. Compliance with the requirements is also included.

1. The use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved.

- 260
- (a) Mason Farm road and Purefoy road are paved. The additional occasional traffic caused by this parking area will be restricted to Sunday morning and one or two evenings a week. The good visability along both streets will allow safe egress and ingress to the parking area. A driveway permit has been secured from the Town of Chapel Hill (See Attached). For these reasons no danger to the public health or safety is expected from the traffic conditions.
 - (b) Standard services for a parking area which are ordinarily available in an area zoned similar to this area are all that will be required. The need for these services on an intermittent basis will not endanger public health or safety.
 - (c) Soil erosion and sedimentation will not endanger public health or safety under the proposed plan as modified and approved by Orange County Erosion Control Officer.
 - (d) The site for the parking area is not within the flood plain and is therefore not expected to have any impact on the public health or safety because of disruption of the flood plain.

2. The use meets all required conditions and specifications.

The proposed parking lot complies with all town regulations.

3. The use will not substantially injure the value of adjoining or abutting property.

The design plan includes as much of the natural foliage as possible. In addition special provisions have been provided for a natural vegetation screen between the abutting property and the proposed parking area which shall be six (6) feet high after a period of two (2) years growth. The parking area will be gravel and, as many natural trees as possible will be saved. An additional "green belt" of natural trees will be saved as a divider in the center of the parking area which should enhance its natural appearance. Thus, in addition to compliance with all ordinances and standards, extra effort has been expended to maintain the natural and pleasant appearance of the area.

4. The location and character of the use if developed according to the plan as submitted and approved will be in harmony with the area in which it is to be located and in general conformity with the plan of development of Chapel Hill and Its Environs.

A parking area is permitted in this zoning district under special use permit and this area has been set aside for a church facility since its original purchase. Therefore, no conflicts between this use of the land and any other use are foreseen. The parking area will provide space for vehicles of participants in church related activities. This type of parking facility is in harmony with the current use of land in the immediate vicinity. (i.e., The Community Church of Chapel Hill occupies nearby land).

Mr. Gottschalk did not object to the use of the lot by the Church, but did feel the requirements for parking spaces excessive. He thought the entrance and exit should be on Purefoy Road because of the traffic hazard posed by the curve on Mason Farm Road. In answer to a question, Mr. James Tucey stated the screening along adjacent properties would be 6 feet high after two years and 4 feet high after two years along Mason Farm Road. Alderman Smith asked for the average attendance each Sunday. Mr. Johnston stated it was approximately 500 to 600 at two services. Many of the membership walked because of the close proximity to campus. Mr. Wes Egan also objected to the entrance onto Mason Farm Road. Mr. Patterson was concerned that the drainage would be increased through his property. ALDERMAN HOWES MOVED,

261
SECONDED BY ALDERMAN SMITH, TO REFER THE MATTER TO THE PLANNING BOARD AND THE TRANSPORTATION BOARD FOR CONSIDERATION AND RECOMMENDATION. THE MOTION WAS CARRIED BY UNANIMOUS VOTE OF 8 TO 0.

JAN 27

Special Use Permit for the UNC Health Affairs Parking Deck Addition - Public Hearing

Witnesses were sworn in. The University of North Carolina was proposing to construct an 842 space addition to the existing parking deck off Manning Drive. The deck would be on university property. Surrounding property is zoned University A. A surface parking lot is presently on the property. Issues raised at the public hearing of the Planning Board were the impact of traffic on residents on Mason Farm Road, traffic circulation around the facility, location and signalization of alignment of Mason Farm Road with Pittsboro Road, and alternative uses for the land.

Mr. Rutherford, Director of Facilities Planning, submitted the Statement of Justification, the traffic study by Kimmerly-Horn, and Miscellaneous Information for inclusion in the record.

STATEMENT OF JUSTIFICATION
ADDITION TO THE HEALTH AFFAIRS PARKING DECK
UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL

The University is planning to construct an addition to the existing Health Affairs Parking Deck located south of Manning Drive in front of North Carolina Memorial Hospital. The following response provides factual information to support the four required findings which must be made by the Board of Aldermen in order to grant a Special Use Permit for construction of this project.

1. The use of this facility as proposed on the attached plans will not materially endanger the public health and safety.
 - a. A traffic access and circulation study for the southside Health Affairs area of the campus has been made by Kimley-Horn and Associates, Raleigh, North Carolina. This study was made for the purpose of analyzing the existing traffic conditions in the area, assessing the impact of the proposed structure on the area and making recommendations for street modifications and circulation changes that would improve traffic flow. The resulting study report (a copy of which is included with this Special Use Permit Application) concludes that the net additional parking spaces provided by this project will not have a significant impact on the traffic access and circulation in the area. The report makes 22 specific recommendations for improvements to traffic flow and pedestrian safety in the area. The University and Hospital plan to implement these recommendations.
 - b. The only energy resource required for this project will be electricity. Lighting levels will be held to a minimum consistent with that lighting required for safe operation and security of the facility.

The facility will be designed to meet all applicable fire protection codes.

c. Soil erosion and sedimentation control plans will be submitted to the North Carolina Department of Natural and Economic Resources for approval - a procedure common for all state-owned projects.

2. The design and use of this facility will meet all required conditions and specifications. All plans for this project must be submitted to the North Carolina Department of Administration (State Office of Property and Construction) for approval of construction methods and standards and to the North Carolina Department of Insurance for Building Code Compliance.

3. The use of this facility will not substantially injure the value of adjoining or abutting property.

a. There are no conflicts between the proposed use of this facility and surrounding land uses. The land on which the deck addition is to be built is presently used for surface parking. This land use was initially designated by the master plan for the Medical Complex which was prepared in the early 1960's. It was envisioned by that plan that parking should be developed along a spine extending from south entrance of North Carolina Memorial Hospital with medically related buildings constructed on the east and west sides of this spine. The development of parking structures within this spine was indicated. Expansion of the medical complex since the mid 1960's has followed the general parameters set forth in this master plan.

b. The land within this area is zoned University "A". It is further designated, within the University, for development of the medical complex. The inclusion of adequate parking facilities within this complex is consistent with overall development plans for the area.

c. The parking deck, in the strict sense, cannot be claimed as a public necessity, however, there is an extremely important point which must be made. Patients and visitors to North Carolina Memorial Hospital and other outpatient units within the medical complex are generally from outside the environs of Chapel Hill and rely almost solely on the automobile for transportation to and from the complex. The existing parking deck is designated for patient and visitor parking during "regular" hours. Some Hospital employees on evening and night

shift use the deck for parking, but no space is set aside for employee use during the day. The existing deck is fast reaching the point where it cannot serve the parking needs of the increasing numbers of patients and visitors. Although a portion of the proposed new addition will be initially designated for employee parking, it is anticipated that this number will decrease each year as the need for patient and visitor parking grows. It is expected that the entire facility will be used by patients and visitors only within a relatively short period of time. It is felt that this addition to the parking deck is essential if the University is to meet its responsibility for providing adequate parking for patients and visitors in the medical complex.

4. The location and character of the use of this facility if developed according to the plan submitted will be in harmony with the area in which it is to be located and in general conformity with the plan of development of Chapel Hill and Its Environs
 - a. As previous stated, the proposed site for this facility is zoned University "A" and is in that part of the campus designated for development of the medical complex.
 - b. The proposed site has no relationship to the Chapel Hill Flood Plain or the Greenway Plan. Ingress to and egress from the deck will be directed from and to Manning Drive and Pittsboro Road, both of which are major elements of the Chapel Hill Thoroughfare Plan. Modifications to these streets to improve traffic flow will be made as recommended in the attached Traffic Study.

TRAFFIC ACCESS AND CIRCULATION
FOR THE
SOUTHSIDE HEALTH AFFAIRS AREA

University of North Carolina
at Chapel Hill



July, 1977

Report on

TRAFFIC ACCESS AND CIRCULATION
for the
SOUTHSIDE HEALTH AFFAIRS AREA

University of North Carolina at Chapel Hill
Chapel Hill, North Carolina

Prepared by

Kimley-Horn and Associates, Inc.
Raleigh, North Carolina

John W. Horn, P.E.
N.C. Registration #2299

July, 1977

TABLE OF CONTENTS

Introduction	1
Existing Conditions	4
Vehicular Traffic	4
Vehicular Parking	8
Pedestrian and Bus Movements	11
Impact of Proposed New Deck	16
Recommendations	17

FIGURES

1 P.M. Peak Hour Volumes, Average Daily Volumes and Turning Movements	6
--	---

2 Distribution of Daily Trips to Southside Health Affairs Area 7

3 Southside Hospital Parking Areas..... 9

4 Pedestrian Movements across Manning Drive, Auto and Bus Pick-ups and Drop-offs..... 13

5 Recommended Access, Pedestrian and Circulation Improvements..... 21

TABLES

1 Southside Health Affairs Parking..... 10

2 Hourly Pedestrian Movements across Manning Drive..... 14

3 Pedestrian Loads-Unloads at Hospital Entrance..... 15

INTRODUCTION

The main entrance to North Carolina Memorial Hospital is located approximately five hundred feet north of Manning Drive. Vehicular access is provided by a one-way two-lane wide loop driveway connecting the main entrance with Manning Drive. Pedestrian access is provided by walkways along the loop driveway and by a pedestrian overpass connecting the third level of the existing deck with the walkway in front of the hospital.

The one-way loop driveway serves a multitude of functions including ambulance access; access for visitor, outpatient, employee and other dropoffs and pickups; bus service and a variety of van type services. Superimposed on this area is an emergency heliport located directly in front of the main entrance. Over 7,000 pedestrians cross Manning Drive daily to reach the Health Affairs area and over 2,000 vehicles use the loop driveway in front of the hospital.

Parking is scattered throughout the southside area. Practically every available square foot within 1,200 feet of the hospital entrance is utilized in some fashion for parking, including some areas and locations not ideally suited for parking.

Public parking is provided in a small lot approximately 400 feet in front of the hospital and in a 600 space deck located approximately 600 feet across Manning Drive. With the exception of 86 metered spaces immediately east of the hospital, most of the remaining 2,100 parking spaces are restricted for permit usage only by staff and employees of the hospital.

Manning Drive is a major four-lane thoroughfare connecting the Route 15-501 bypass with South Columbia Street. Manning Drive accommodates approximately 12,000 vehicles per day directly in front of the hospital most of which is within 1,000 feet of the hospital entrance.

267

Data provided by the University⁽¹⁾ indicate the hospital has had substantial growth during the past decade and will likely continue to further expand in selected activities. Excluding medical staff, employment has grown from approximately 2,300 in 1970 to approximately 3,300 in 1977. Hospital projections indicate that by 1980 it will have nearly 1,000 physicians working at the hospital, and outpatient visits are projected to increase from 145,000 annually in 1970 to over 300,000 annually in 1980. This will increase the daily visitation of outpatients by nearly 400 persons per weekday between the hours of 8:00 AM and 5:00 PM. JAN 28

Whereas the hospital had 452 beds for inpatients in 1970, it is projected that over 700 beds will be in use by 1980. This increase in occupancy will likely contribute to a fifty percent increase in the number of visitors. In addition to increases in employment, patients and visitors, the new Faculty Laboratory office building is under construction and will generate some additional trips to the Southside Health Affairs area.

Utilization of existing parking is extremely high.⁽²⁾ The reserved permit areas are, for all practical purposes, fully utilized during the day shift and the only spaces available for oncoming evening employees are spaces vacated in the deck by departing visitors and outpatients. This concept of letting night shift employees utilize the deck is an effective way of accommodating the overlap demand that occurs between 4:00 and 5:00 PM each weekday.

(1) Reference letter pertaining to future parking needs for the Health Affairs Complex from Mr. Dennis R. Barry, General Director to Mr. John Temple, Assistant Vice Chancellor of Business on December 8, 1975. Reference verbal meetings with Mr. Gordon Rutherford, Director Facilities Planning in June, 1977.

(2) Reference weekly survey made of South Campus on January 21, 1977-February 4, 1977 and reported by Mr. C.S. Jones in memorandum to Chancellor Ferebee Taylor on February 25, 1977.

Due to its fee structure, the employees and staff normally do not use the deck during the day shift. By 8:30 AM, practically all permit areas are full and the deck is only 10 to 15 percent full. However, the daily flow of nearly 1,000 outpatients begins to fill the deck by mid-morning and by noon the deck is frequently 80 to 90 percent full. Occasionally when the dental school is in full operation, the deck becomes completely full and no visitor parking is available in the area whatsoever.

Vehicular Traffic:

Figure 1 is an illustration of the PM peak hour traffic volumes and turning movements in the Southside Health Affairs area. Two major intersections are currently signalized and equipment is being installed to signalize the remaining two major intersections.

With the exception of the intersection of Manning Drive and South Columbia Street, all remaining intersections are operating well below their capacity. However, the intersection of Manning Drive and South Columbia Street has short periods of delay during the peak hours and is currently operating at or near its capacity between 4:00 and 5:00 PM.

Approximately 2,100 vehicles use the loop driveway in front of the hospital daily. Approximately 200 of these occur between 4:00 and 5:00 PM when pedestrian movement is also at its peak. At times, as many as twelve to fifteen vehicles are either loading, unloading or waiting in the vicinity of the hospital entrance.

The existing clockwise one-way flow on the hospital entrance creates several problems. First, all passengers loading and unloading are required to walk around to the far side (passenger side) of vehicles, thus creating additional delay and hazard. Second, drivers who drop off visitors or patients are required to follow a figure "8" pattern to reach the parking deck and return. This creates excessive turning movements, pedestrian conflict and delay on Manning Drive. Thirdly, the vehicular and pedestrian conflicts are multiplied at the existing exit where two one-way streets meet head-on.

Concern has been expressed for emergency vehicle access. With the proper regulatory signing and enforcement, one lane of the loop roadway should be maintained clear at all times, regardless of the one-way direction.

Traffic attempting to make a left turn exit from King Street onto Manning Drive creates awkward and hazardous conditions for both vehicles and pedestrians. It would be far more desirable for these vehicles to exit by right turn directly onto Pittsboro Road.

An estimated 6,500 trips are made to the Southside Health Affairs area daily by way of Manning Drive. As shown in Figure 2, an estimated 30% come from the east along Manning Drive, 30% from the north along Columbia Street, 12% from the west along Pittsboro Street, 20% from the south along Pittsboro Road and 8% from the south along Mason Farm Road.

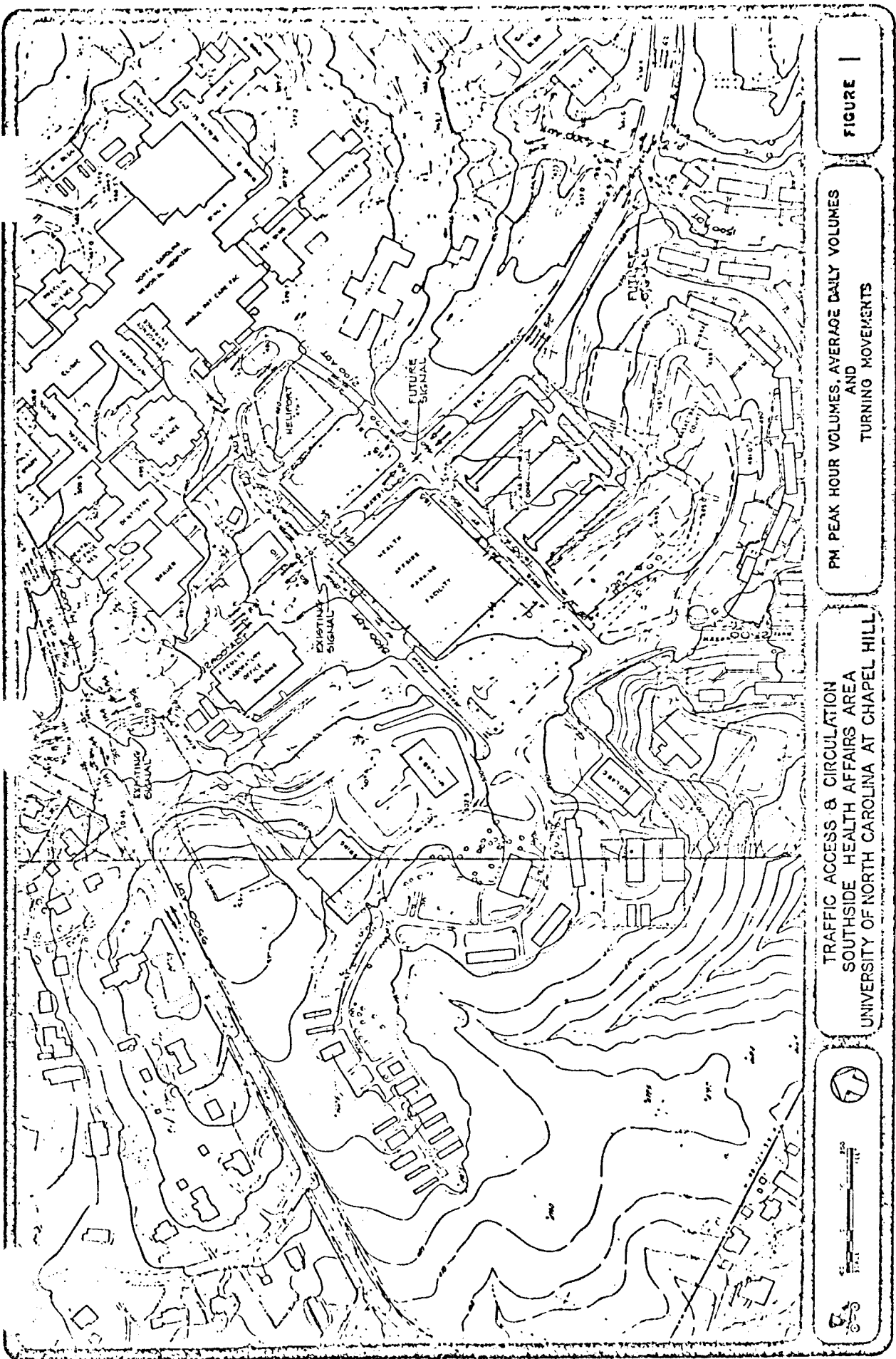


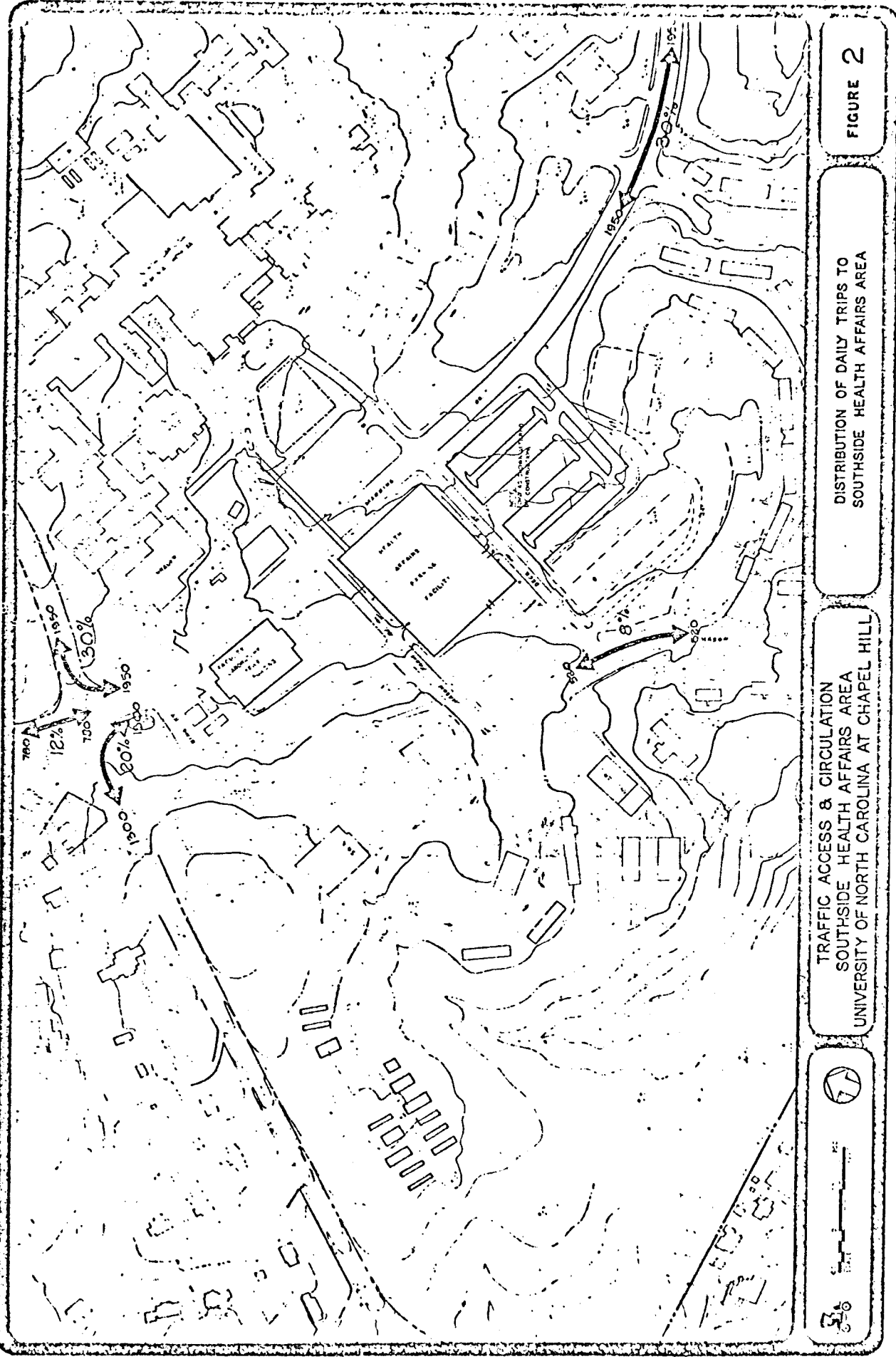
FIGURE 1

PM PEAK HOUR VOLUMES, AVERAGE DAILY VOLUMES AND TURNING MOVEMENTS

TRAFFIC ACCESS & CIRCULATION
SOUTHSIDE HEALTH AFFAIRS AREA
UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL

Scale bar: 0 100 200 FEET

North arrow symbol



TRAFFIC ACCESS & CIRCULATION
 SOUTHSIDE HEALTH AFFAIRS AREA
 UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL

DISTRIBUTION OF DAILY TRIPS TO
 SOUTHSIDE HEALTH AFFAIRS AREA

FIGURE 2

JAN 27

Vehicle Parking:

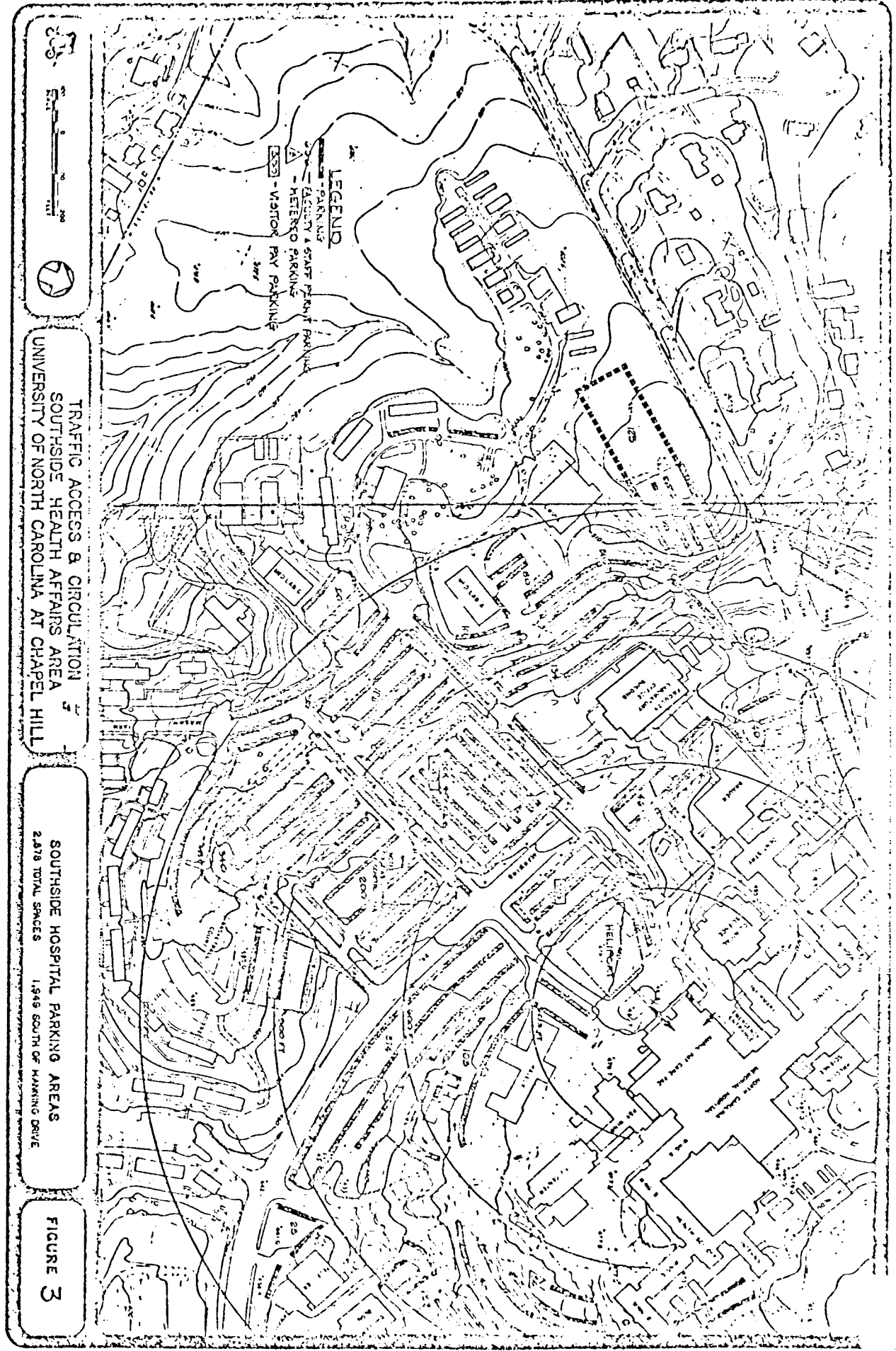
Nearly 2,900 parking spaces currently exist in the Southside Health Affairs area. The location, type of control and distance distribution from the hospital entrance are shown in Figure 3 and Table 1. It is important to note that nearly 40% of all parking listed is greater than 900 feet from the entrance to the hospital, an indication of the urgent desire to find a parking space. (On the other hand, obviously all parkers do not go to the main hospital entrance.)

As stated earlier, utilization of existing parking spaces is extremely high during the day shift hours. The small 95 space public lot immediately in front of the hospital is a real trouble maker. Many visitors expect to find a space available in this small lot and frequently wait in line when the lot is full. This creates congestion on the driveway and obviously leaves many visitors bewildered, confused and even mad, particularly when they can't get close enough to see that the "full" sign is illuminated. It will be recommended that this lot be put to a different type use.

Both Mason Farm Road and Deck Street, adjacent to the deck, have parallel parking "on street". These streets are only twenty-eight feet wide and the parking hampers efforts to effectively operate the streets as two lane facilities.

Eight angle parking spaces are located on Manning Drive directly in front of Brauer Hall. The location of these spaces creates a hazard not only for traffic along Manning Drive, but creates blind areas for pedestrians crossing the street in this vicinity.

The parking along King Street in front of the Swing Building is extremely congested and hazardous. Traffic movement is frequently restricted to one lane and similar to the areas in front of Gravely Building could become a handicap for fire or other emergency vehicles.



TRAFFIC ACCESS & CIRCULATION
 SOUTHSIDE HEALTH AFFAIRS AREA
 UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL

SOUTHSIDE HOSPITAL PARKING AREAS
 2,978 TOTAL SPACES
 1,949 SOUTH OF HAWKING DRIVE

FIGURE 3

SOUTHSIDE HEALTH AFFAIRS AREA PARKING

<u>Existing Parking</u>				
	<u>Visitor</u>	<u>Permit</u>	<u>Meters</u>	<u>Total</u>
Within 300 feet	0	44	0	44
300 to 600 feet	95	241	0	336
600 to 900 feet	642	641	86	1,309
900 to 1,200 feet	0	929	0	929
More than 1,200 feet	<u>0</u>	<u>200</u>	<u>0</u>	<u>200</u>
	737	2,055	86	2,878

Anticipated Parking Losses and Gains

Student Health Service Building	-	86 permit loss
Hospital Expansion	-	86 permit loss
Manning Drive Telephone Exchange	-	25 permit loss
Site of Proposed Parking Deck	-	<u>128</u> permit loss
		325 Total permit loss
Proposed Parking Deck		600 permit gain
Proposed Parking Deck		200 Visitor gain

Number of Spaces Resulting

<u>Visitor</u>	<u>Permit</u>	<u>Meters</u>	<u>Total</u>
937	2,330	86	3,353

Pedestrian and Bus Movements:

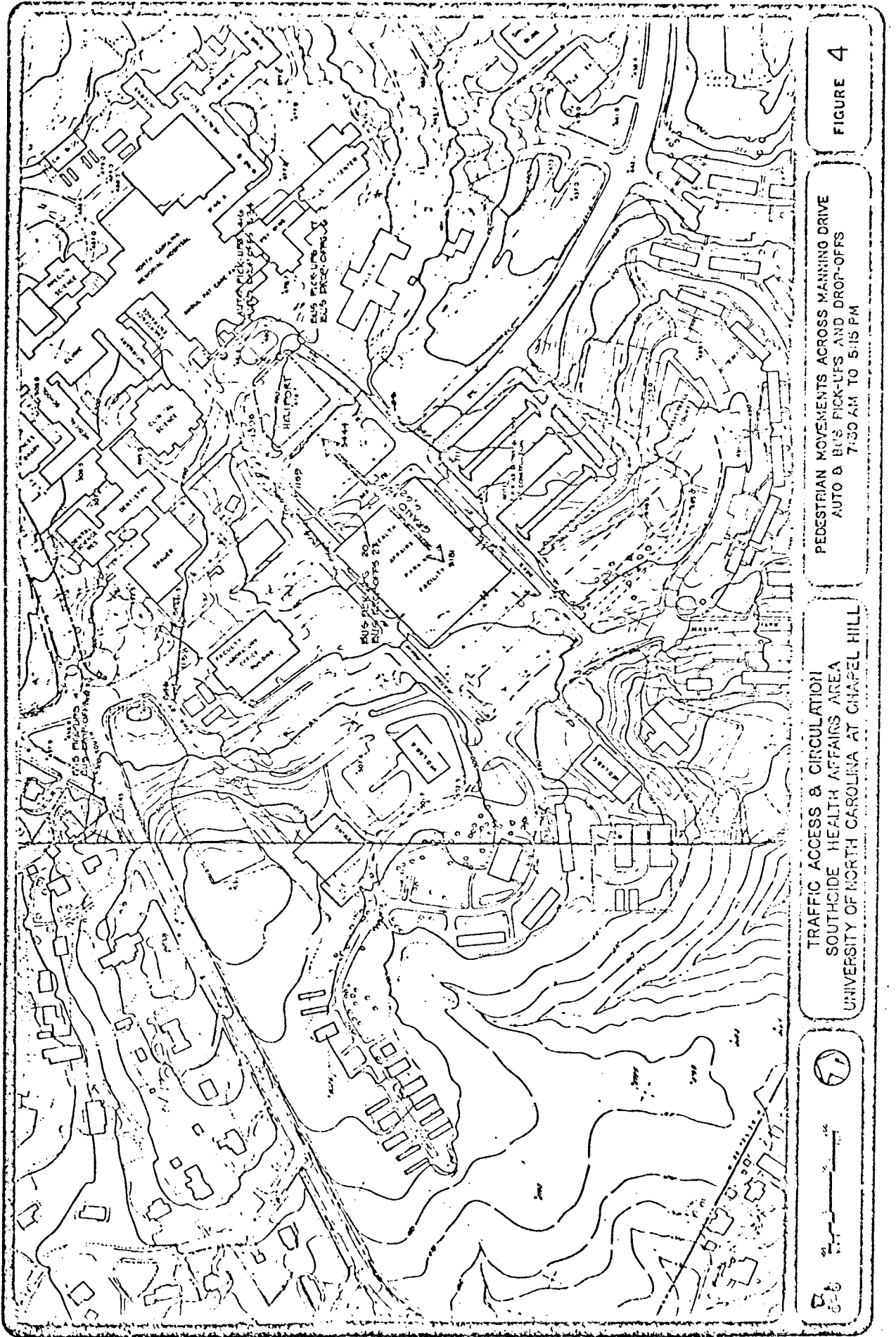
A major concern for the planning of the Southside Health Affairs area should concern pedestrians. As shown on Figure 4, over 6,600 pedestrians cross Manning Drive between 7:30 AM and 5:15 PM, and over 7,000 are estimated to cross in a 24 hour period. The one pedestrian overpass carries about 38 percent of the pedestrians, however over 4,000 pedestrians cross Manning Drive in conflict with the 12,000 vehicles traveling on Manning Drive. An additional parking deck south of the existing deck will contribute to an increase in these pedestrian movements, primarily to the at-grade crossings unless additional and more convenient overpass service is provided. Pedestrian signals are extremely important, and either exist or are being installed at the signalized intersections.

The crossing of pedestrians from Brauer Hall at midblock is a specific problem. Ideally, pedestrians should go to the nearest intersection and cross at a marked crosswalk with pedestrian signals. However, due to the excessive walking distance, pedestrians leaving Brauer Hall are inclined to short cut across midblock to reach the parking areas southward. With a 25 mph speed limit on Manning Drive, it will be recommended that a marked pedestrian crosswalk be installed between Brauer Hall and the new Faculty Laboratory Office Building, concurrent with the removal of the angle parking spaces in front of Brauer Hall. Table 2 lists the pedestrian movements by hour of day.

Bus service (bus stops) is provided at three locations in the Southside area as shown on Figure 4. Additional stops are provided northward along Columbia Street in front of the Health Services Library and Beard Pharmacy Building. The campus Belt Route travels westbound on Manning Drive and stops in front of the parking deck prior to proceeding to Franklin Street by way of Columbia Street. The South Campus loop route travels eastbound on Manning Drive and stops in front of the Parking Deck prior to proceeding around to South Road. Service is also provided north-south on Columbia Street and special service is provided to the front entrance of the hospital.

On the specific day surveyed, Wednesday, June 29, 1977, the bus ridership was extremely low. As shown on Figure 4, only 23 persons got on and off the bus at the hospital entrance stop, and only 55 persons got on and off the buses at the other three stops. However, larger numbers were observed using the stops further northward on Columbia Street.

Contrastingly, over 500 persons were dropped off from autos and vans at the hospital entrance and over 400 persons were picked up by autos and vans. These data also indicate that approximately 30% of the dropoffs and pickups involved employees and approximately 70% involved outpatients and visitors. However, the majority of outpatients and visitors go directly to the parking deck and then walk to the hospital entrance. Table 3 lists the dropoffs and pickups by hour of the day.



TRAFFIC ACCESS & CIRCULATION
 SOUTH-SIDE HEALTH AFFAIRS AREA
 UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL

PEDESTRIAN MOVEMENTS ACROSS MANNING DRIVE
 AUTO & BUS PICK-UPS AND DROP-OFFS
 7:30 AM TO 5:15 PM

FIGURE 4

TABLE 2

Pedestrian Movements Across Manning Dr., 6/29/77

	To Brauer Hall		To Hosp. From Mason Farm Road		To Hosp. From Overpass & Deck		To Hosp. From Overpass & Deck		To Hosp. From E. of Deck		Total
	From Brauer Hall	To Brauer Hall	From Mason Farm Road	To Mason Farm Road	From Overpass & Deck	To Overpass & Deck	From Overpass & Deck	To Overpass & Deck	From E. of Deck	To E. of Deck	
7:30-8:30	216	4	225	12	118	18	393	5	991		
8:30-9:30	59	14	113	31	194	31	64	28	534		
9:30-10:00	22	15	71	13	136	33	13	3	306		
10:00-11:00	34	33	93	48	182	113	28	22	553		
11:00-12:00	25	37	44	70	93	160	30	48	507		
12:00-1:00	60	79	58	125	145	167	24	39	697		
1:00-2:00	68	42	60	59	120	98	41	30	518		
2:00-3:00	54	52	53	85	159	150	38	68	659		
3:00-4:00	40	61	45	111	198	201	35	105	795		
4:00-5:15	9	209	17	211	50	188	17	353	1064		
	<u>587</u>	<u>546</u>	<u>779</u>	<u>765</u>	<u>1395</u>	<u>1159</u>	<u>683</u>	<u>711</u>			
	1133		1544		2554		1394		6625		

A new 800 car deck has been proposed to be placed immediately south of the existing deck. The deck would contain 600 additional permit spaces and 200 additional visitor spaces. Concurrently, as shown earlier in Table 1, 325 permit spaces would be lost by new building construction and by the deck construction. Consequently, permit spaces would have a 275 net gain and visitors would have a 200 net gain or a total of 475 spaces, a 16.5% gain over the existing number of spaces. However, it is anticipated that an additional 45 spaces will need to be removed from the streets adjoining the decks thus reducing the net gain to approximately 430 spaces or 15%.

A fifteen percent increase or 430 additional parking spaces will not have a significant impact on the traffic access and circulation. With the exception of the intersection of Manning Drive and South Columbia Street, the remaining street intersections can accommodate the increase in traffic provided that parking is removed from the streets on the west and east side of the decks.

However, concern should be expressed for the growing number of pedestrian movements across Manning Drive. The increase in visitor spaces combined with the growing hospital activity indicates a growing need for improved pedestrian access between the hospital and the thousands of parking spaces south of Manning Drive.

It is not considered beneficial or practical to consider closing Manning Drive. It is the sole access to the front of the hospital. However, the dependence upon Manning Drive by commuting vehicles can be reduced somewhat by providing access from the Southside parking areas to Pittsboro Road by alternate means such as extending the one-way pair of streets adjacent to the deck westward to connect with Pittsboro Road.

It is not anticipated that the directional distribution of traffic to and from the area will change appreciably. However, there are a number of improvements recommended that are currently needed and will be further needed with the additional parking.

Pedestrian Loads-Unloads at Hospital Entrance

	<u>Onto Bus</u>	<u>Off Bus</u>	<u>Into Auto</u>	<u>Out of Auto</u>
7:30 - 8:30 AM	1	1	1	130
8:30 - 9:30 AM	0	4	9	73
9:30 - 10:00 AM	1	0	17	39
10:00 - 11:00 AM	0	1	39	53
11:00 - 12:00 Noon	0	0	43	27
12:00 - 1:00 PM	0	0	29	30
1:00 - 2:00 PM	0	0	29	52
2:00 - 3:00 PM	0	0	60	52
3:00 - 4:00 PM	1	0	90	53
4:00 - 5:15 PM	<u>14</u>	<u>0</u>	<u>99</u>	<u>25</u>
TOTAL	17	6	416	534

RECOMMENDATIONS

Portions of the following recommendations are based upon the assumption that the emergency, outpatient, visitor and employee access to the hospital will continue to be at the existing main hospital entrance for the next decade, and as concentrated and undesirable as this may be, recommendations are provided in an attempt to minimize the current ingress-egress problems. However, when the General Support wing, Intensive Care unit and the Rehabilitation Center are completed on the east side of the hospital, and if major new entrances are provided on the east side of the hospital, specific study should be made of the parking facilities in this area and the means of access. The existing two-lane two-way driveway connection at Hibbard Drive will not provide sufficient access capability for significant growths on the east side.

A. At the main hospital entranceway, it is recommended that;

1. The one-way access to the hospital entrance be reversed to match with the one-way pattern encircling the parking decks, and that parking be removed from the streets adjoining the decks. (See Figure 5.)
2. Due to the amount and varied types of activities, including occasional emergency conditions, a uniformed security officer with authority to expedite traffic and pedestrians be stationed in front of the hospital from 7:30 AM to 5:30 PM daily. This same security officer could assist in seeing that handicapped outpatients are accommodated in their loading and unloading, secure while waiting and welcomed upon arrival. (Note: this does not imply a harsh traffic officer.)
3. The new one-way entranceway to the hospital (eastern most roadway) be marked for two lanes inbound with the left lane being approximately 15 feet wide and the right lane being approximately 10 feet wide. The left lane should be signed "Emergency Lane - No Stopping or Parking" and the right lane

Remain With Vehicle". The right lane could provide a suitable lane for vehicles waiting to pickup passengers without congesting the area beneath the canopy.

279
JAN 27

4. The two-lane exitway from the hospital entrance be marked for two lanes of exit for a distance of 150 feet prior to the signal (signed "No Stopping or Parking") and that the remaining portion of the right lane be marked for loading similar to the right lane of the entranceway.
5. Directly in front of the hospital, both lanes be opened under the canopy for outpatient accommodations and signed for "Patient Loading and Unloading Only".
6. The two lanes outside the canopy be signed for Bus Stop on the nearest lane and the lane adjacent to the heliport be signed "Emergency Lane - No Stopping or Parking".
7. The missing link of sidewalk and curb adjacent to the heliport be filled in.
8. Marked crosswalks be placed from the hospital entrance to all walkways.
9. The hospital loop roadway be signed for 15 mph speed limit.
10. The existing entrance to the 95 space lot adjacent to the heliport be closed and removed, that the use of this lot be converted from public use to reserved use for doctors and/or Staff and that a single inbound-outbound card operated gate be provided as ingress-egress at the west end of the lot.
11. The restricted parking area immediately west of the heliport be redesigned and converted into "Emergency Parking Only" subject to surveillance by the front door security.
12. Visitor Parking signs be installed beginning at the canopy location and directing visitors out to the exit roadway and directly across Manning Drive to the parking deck.

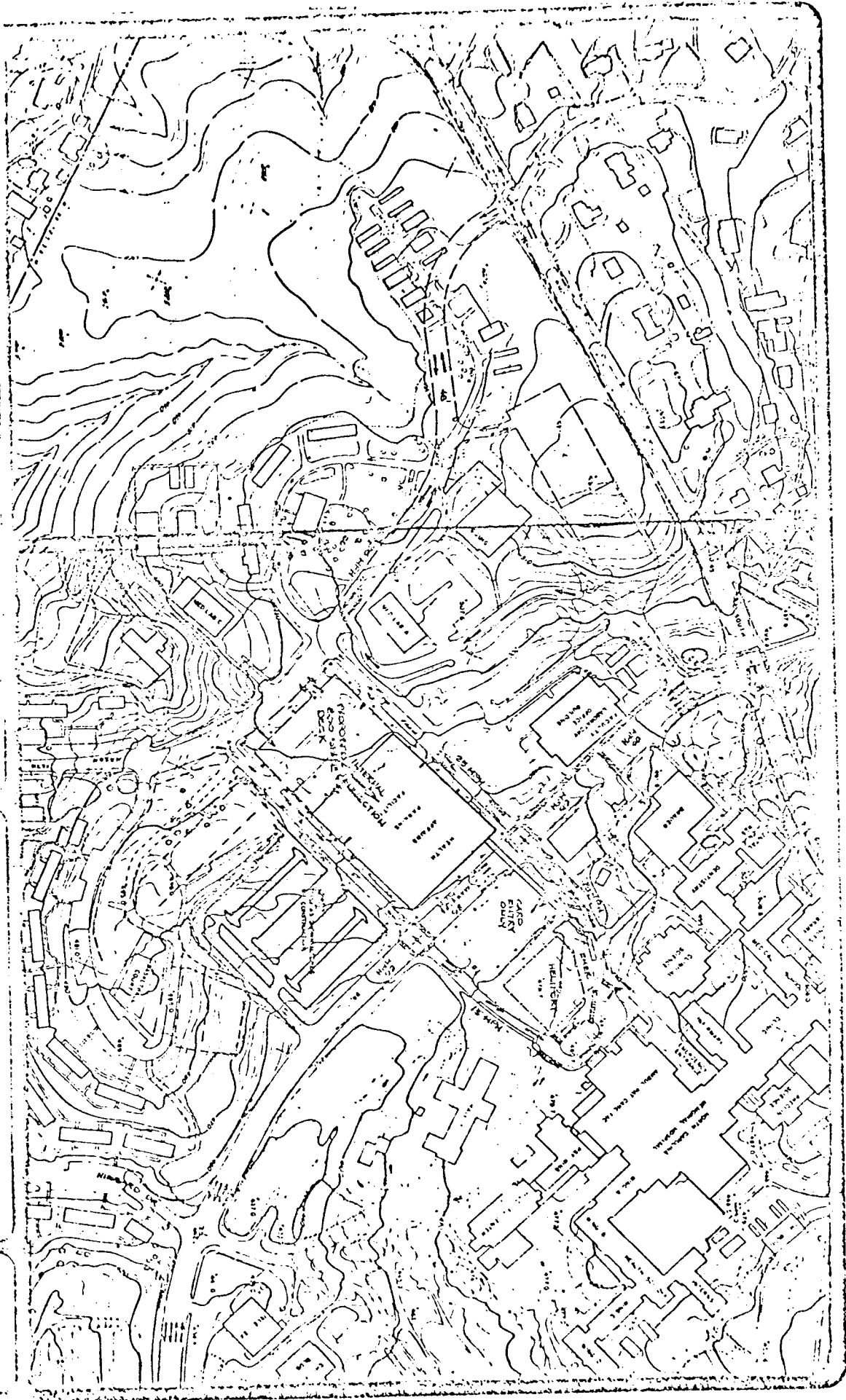
B. For the area south of Manning Drive, it is recommended that:

1. The proposed new deck be planned with ingress from the west and from the south and egress to the south as shown in Figure 5. It is also recommended that the new deck have a convenient interior vehicular connection with the existing deck and that the existing entrance on the existing deck be fitted with a count mechanism to activate a "full" sign when the existing deck is full and direct traffic to the entrance of the second deck, which in turn should also have a "full" control mechanism. It is recommended that signing be placed along Manning Drive and along the exit from the hospital directing all visitors to

- 2. King Street be made one-way southbound (inbound) from Manning Drive in order to eliminate the awkward and hazardous exits onto Manning Drive at this location.
- 3. A new connector street, forty-eight feet wide be constructed to connect the south terminals of the one-way streets adjoining the decks to Pittsboro Road. (See Figure 5.) This facility, although it may appear at first to be an extension of Mason Farm Road, will actually function as an extension of the main hospital loop road to Pittsboro Road and will provide supplemental ingress-egress for those parking areas south of Manning Drive, particularly egress for those areas around the Swing Building.
- 4. Pittsboro Road be widened to accommodate three lanes (separate left turn lane) at the intersection with the new street and be signalized.
- 5. The parking areas west of Swing Building have direct access to the proposed Pittsboro Road connection as shown on Figure 5.

C. For the protection of pedestrian movement and the accommodation of traffic movement on Manning Drive, it is recommended that:

- 1. Manning Drive be zoned and signed for 25 mph between Columbia Street and Hibbard Drive.
- 2. A sidewalk be placed along the south side of Manning Drive from Mason Farm Road to Columbia Street, and that a marked crosswalk be placed across Manning Drive from Brauer Hall to the front of the new Faculty Laboratory office building with an overhead sign marked "Yield to Pedestrians".
- 3. The angular parking be removed from in front of Brauer Hall and that Manning Drive be widened with an additional lane on the north side from Brauer Hall to the intersection of Columbia Street. This would then provide for separate right, through and left lanes on Manning Drive at Columbia Street. (See Figure 5.)
- 4. The signalization equipment at the intersection of Columbia Street and Manning Drive be studied in an attempt to have more responsive and efficient operation during peak hours.
- 5. Consideration be given to the planning, design and construction of additional pedestrian overpasses across Manning Drive. Manning Drive is lower in elevation than either the hospital or the parking areas to the south, and consideration should be made for enticing a much larger number of pedestrians from all parking facilities to use pedestrian overpasses.



TRAFFIC ACCESS & CIRCULATION
 SOUTHSIDE HEALTH AFFAIRS AREA
 UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL

RECOMMENDED ACCESS, PEDESTRIAN,
 & CIRCULATION IMPROVEMENTS

FIGURE 5

IN THE MATTER OF THE
SPECIAL USE APPLICATION
OF U.N.C. Health Affairs Parkings

O A T H

We, the undersigned, each being duly sworn, do solemnly swear that the evidence we are about to give in the above captioned matter, now upon hearing before the Board of Aldermen, shall be the truth, the whole truth, and nothing but the truth, so Help us God.

[Handwritten signatures]
R V Wolfenden
Philip a. Ryan
Joseph J. Casper
Alexander H. Butcher
M. J. Hager
Irving N. A. C. H.
Harvey I. Smith
C. W. G. G. G. G.
J. R. G. G. G.
J. W. Horn

SWORN TO AND SUBSCRIBED
BEFORE ME, THIS THE _____
DAY OF _____, 19____

Mayor

MISCELLANEOUS INFORMATION OF INTEREST
RELATED TO
THE ADDITION TO THE HEALTH AFFAIRS PARKING DECK
THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL

VISITS TO NORTH CAROLINA MEMORIAL HOSPITAL -- FISCAL YEAR 1977		
OUTPATIENT VISITS (Excluding emergency room, psychiatry & radiation therapy)		180,740
Outpatient visits from Orange County	52,945	
Percent of visits from Orange County	29.3%	
TOTAL INPATIENTS		18,549
Inpatients from Orange County	3,550	
Percent inpatients from Orange County	19.1%	

Inpatient days from Orange County 27,396

Percent inpatient days from Orange County 14.8%

JAN 23

NORTH CAROLINA MEMORIAL HOSPITAL GROWTH

	<u>1970</u>	<u>1977</u>	<u>1980</u>
Employment - excluding attending medical staff & house staff	2,300	3,300	3,700
Physicians	453	822	1,000
Beds	452	620	710
Outpatient visits - including emergency room, psychiatry, & radiation therapy	145,000	245,000	309,000
Patients	46,500	70,000	

COMPARISON OF PARKING SPACE LOSSES & GAINS - CAMPUS WIDE, 1977 - 1981

LOSSES

Construction of Fetzer Gymnasium (1977)	90
Construction of Student Health Service Building (1977)	52
Construction of Hospital Expansion (1977)	26
Construction of Student Union Expansion (1978)	74
Construction of Parking Deck Addition (1978)	128
Removal of on-street parking, East & West Drives (1978)	40
Construction of New Central Library (1979)	474
Construction of Addition to Ackland Building (1980)	71
Construction of Addition to Rosenau Hall (1981)	<u>117</u>
TOTAL LOSSES	1,072

GAINS

Construction of "Swing Building" Lot (1977)	110
Construction of Parking Deck Addition (1979)	<u>842</u>
TOTAL GAINS	952

NET LOSSES -- 120 Spaces

EMPLOYEE LOSSES & GAINS

--Except for a few metered and restrictive use spaces (estimated at 30± spaces) all losses are from employee parking.

TOTAL EMPLOYEE LOSSES 1,040

--GAINS

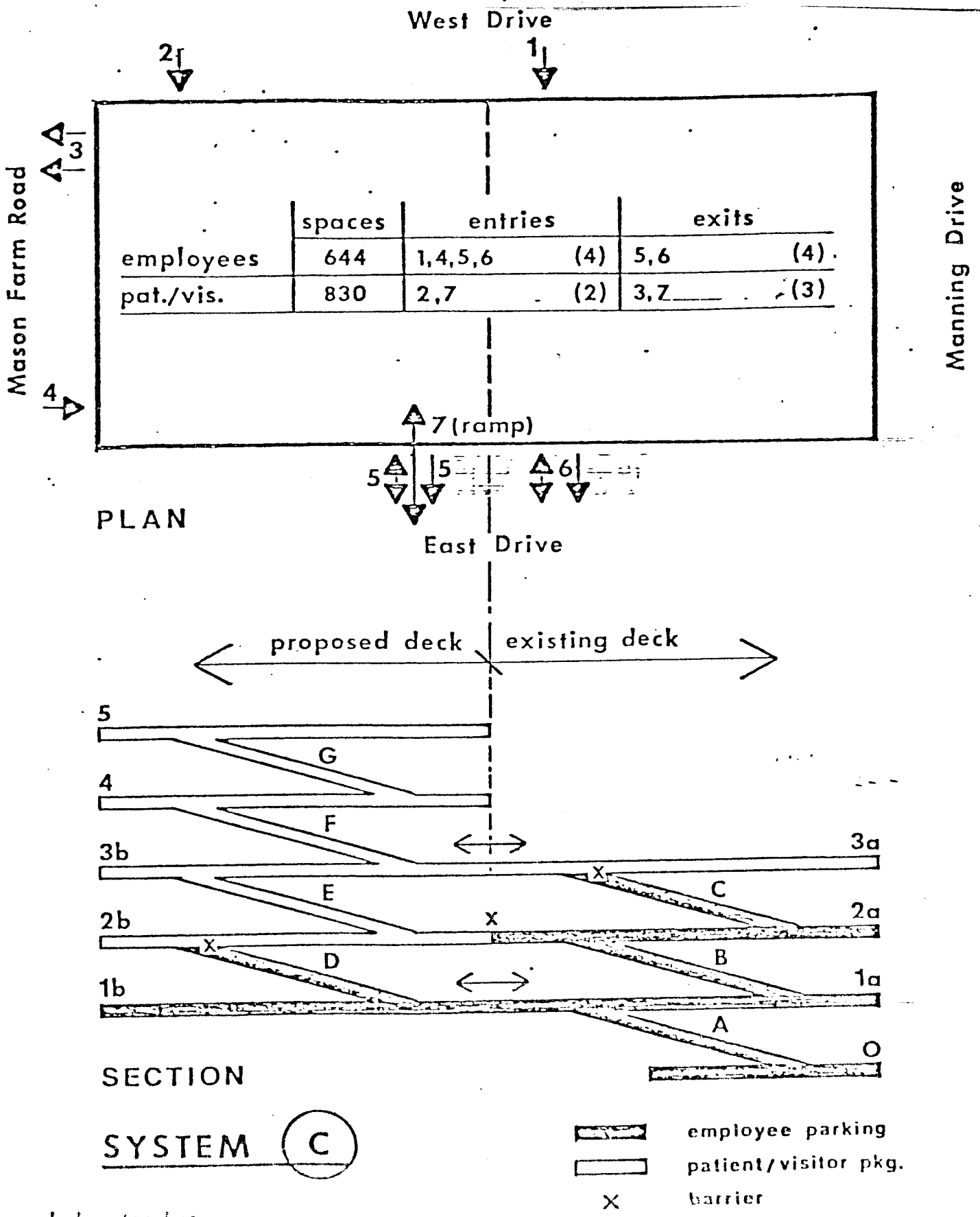
Construction of "Swing Building" Lot	110
Construction of Parking Deck	644
Reassignment of Lot #2	<u>95</u>

TOTAL GAINS 849

NET EMPLOYEE LOSSES -- 191 Spaces

	Employee Spaces	Patient/Visitor Spaces	Changes
Initial Assignment (See attached)	644	830	-
Phase 2	567	907	Ramp C
Phase 3	455	1,019	Level 2a
Phase 4	317	1,157	Ramp D and Level 1b
Phase 5	240	1,234	Ramp B
Phase 6	0	1,474	Ramp A and Levels 1a & 0

UNC at Chapel Hill, Parking Deck Addition
Code 67623, Item 11
Schematic Design Phase System Analysis



on the area. They felt it could be controlled by signage, a connection from Mason Farm to Pittsboro Road, and Manning Drive. Mr. Rutherford noted that the overall availability of parking on campus would be reduced through other construction, so that even with the addition of the deck, there would be a net loss of 120 spaces on the central part of the campus. The majority of the patients at the hospital are from outside the Chapel Hill area, and the University felt it their responsibility to provide parking for these patients and visitors.

Mr. Horn explained how he thought the signage on Manning Drive and the extension of Mason Farm Road would help control the traffic.

Alderman Cohen asked if the study done in late June was not unrepresentative because of low enrollment. Mr. Horn stated the hospital did not have the summer reduction as did the University. The traffic volume counts were annual. Alderman Smith asked what effect the signalization on Pittsboro Street would have on rushhour traffic. Mr. Horn pointed out the location of the proposed signal and explained that a turning lane had been recommended at that intersection. Alderman Smith commented that as the University was the major cause of traffic in town, he would like the University to join with the Town in urging the State to get the thoroughfare plan updated. Alderman Kawalec asked how many patients and visitors were now using the deck. Mr. Rutherford answered that the deck was approximately 85% full. Mr. Nach asked why the parking lots in front of the hospital and dental school had not been decked instead of building this addition.

Mr. Rutherford stated the University did study other locations and decided this site would be the best. Mr. Haken explained the lot in front of the hospital had all of the utilities in it. Eight or nine decks would be needed for the same amount of parking in this lot. Also by adding an addition to the existing deck, pedestrian traffic could be more easily controlled and directed across the bridges to the hospital. The same ticket booths could be used. He added that the analysis done on the location had more information. Mayor Wallace suggested it be submitted to the Planning Board and Board of

Aldermen at a later date. Mr. Francisco asked where employees would be parking when the lot is used totally for patients. Mr. Rutherford responded that the University was exploring the possibility of using fringe surface lots for employees. Also some services might be relocated to be near the fringe lots. Alderman Cohen asked if the University intended to work on the expansion of the transit system to handle the higher employment necessary for the growth of the University or would it build more parking decks. Mr. Horn stated his study and recommended that the University work with the town on providing outlying park-ride facilities for future needs, as well as more parking facilities.

Alderman Smith asked if in the study Mr. Horn had considered making the Mason Farm Road extension one way during certain hours. Mr. Horn answered that because of the constant use they expected on the road, they had decided against making it one-way. In response to Alderman Cohen, Mr. Horn stated that hospitals had found that parking is considered a fringe benefit by employees. Alderman Vickery reviewed parts of the comprehensive plan dealing with transportation and stated he was not convinced the parking deck would be consistent with the goals of the town. He asked that the University analyze the demand for parking spaces as a function of the price for parking permits.

He also asked if the University had analyzed the impact of park-ride lots with the parking deck fund surplus financing more frequent bus service.

Mr. Joe Capowski was concerned with the traffic from the hospital on South Columbia Street. In walking to the hospital, he had noted that most of the cars had only one rider in them. He objected to the parking deck and the widening of Pittsboro Street which would be encouraged by the parking deck. In response to Mr. Capowski, Mr. Denny stated that the extension of Mason Farm Road would become a part of the special use permit. Mr. Wes Egan wanted the Mason Farm Road area kept residential. He suggested people be directed into specific traffic patterns. This could be done by putting dividers in Mason Farm Road, cloverleafing 15-501/54, improving Pittsboro Road, deleting the overpass, re-arranging exits and entrances, or by other means. Alderman Epting asked Mr. Horn if South Columbia could handle the traffic going to the parking deck without improvements. Mr. Horn responded that it could for a few years provided the turn lanes were put in. The University would provide the turn lanes as a part of the special use permit. Mr. Nach objected to the deck saying that the University had not considered the town or the residents in its location. Mr. Judson, of the Traffic and Grounds Committee, objected to the parking deck. The reason given at the committee meeting for not building fringe parking lots was that they were inconvenient. Mr. Richard Wolfson stated he did not think parking was a big employee benefit. ALDERMAN VICKERY MOVED, SECONDED BY ALDERMAN EPTING THAT THE MATTER BE REFERRED TO THE PLANNING BOARD AND THE TRANSPORTATION BOARD FOR CONSIDERATION AND RECOMMENDATIONS. THE MATTER WAS CARRIED BY THE VOTE OF 10-4.

Minutes

ON MOTION BY ALDERMAN COHEN, SECONDED BY ALDERMAN SMITH, THE MINUTES OF JANUARY 9, 1978, WERE APPROVED AS CORRECTED.

Petitions and Requests

The merchants of W. Franklin Street and University Square requested a pedestrian crosswalk across Franklin from Walker's Funeral Home to the University Baptist Church parking lot and a crosswalk across Franklin at Church Street. ALDERMAN HOWES MOVED, SECONDED BY ALDERMAN EPTING THAT THE PETITION BE RECEIVED AND REFERRED TO THE TOWN MANAGER FOR RECOMMENDATION. Alderman epting stated he thought some of these merchants wanted to be present when the matter was discussed. THE MOTION WAS CARRIED UNANIMOUSLY.

Alderman Cohen asked that item 14, setting of a worksession to consider the Phase I Growth Management Program, be considered after item 5 so that the Planning Board did not have to sit through the whole meeting. He also requested that item 13, discussion of fringe benefits, be considered after item 7 as they were related.

Alderman Epting wanted to make a report on the Southern Bell tax situation at the worksession on January 10.

Mr. Kenny Fosque requested to be allowed to speak when item 14 was considered.

Transmittal and Consideration of Suggested Response to Questions Raised by the Chairman of the Orange County Commissions Regarding the Town's Planning Area Extension Request

Mayor Wallace stated that Ms. Parker had agreed to draft a reply to the questions raised by the Chairman of the Orange County Commissioners regarding the Town's planning area extension request.

Ms. Parker had the documents forming the base of the response distributed to the Aldermen. Ms. Parker had talked with Dr. Bonar, Chairman of the County Planning Board and planned to meet with him to discuss this issue. Alderman Howes suggested the members make changes on the draft and then turn them into Ms. Parker. She could draft a final version and give it to the Board at their next meeting. The Board could approve the response at that time so that it might be forwarded to the County Planning Board and possibly to the County Commissioners at their February meeting.

Request for a Work Session to Consider the Phase I Growth Management - Program

The work session with the Planning Board was set for February 16 at 7:30 p.m.

Ordinance Amending Section 21.27.2, "Special Parking Permits"

ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN BOULTON, ADOPTION OF THE FOLLOWING ORDINANCE.

AN ORDINANCE AMENDING SECTION 21.27.2, "SPECIAL PARKING PERMITS"

BE IT ORDAINED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby amends Section 21-27.2 of the Code of Ordinances, Town of Chapel Hill, to read as follows:

SECTION I

Section 21-27.2 Special Parking Permits

The Board of Aldermen may by resolution authorize the issuance of a special parking permit which permits the holder thereof to park the vehicle displaying such permit at a location on a public street in a residential area where parking is otherwise prohibited.

- a) If the Board shall find that:
 - 1) the Applicant is domiciled on a street on both sides of which in front of Applicant's domicile parking is prohibited at some time; and
 - 2) the Applicant has a vehicle which has no practical way of parking off the public right-of way; and

- 3) in the opinion of the Town Engineer, it would cost more than \$800 to construct a parking space for Applicant's vehicle off the public right-of-way; or in the opinion of the Board, such construction would require the destruction of an area or object of historical or natural significance to the Town as a whole;

287
JAN 25 4

Then the Board may issue a special parking permit renewable annually upon a finding of no change in Applicant's circumstances.

- b) If the Board shall find that:
- 1) The Applicant is domiciled on a street on both sides of which in front of Applicant's domicile parking is prohibited at some time; and
 - 2) the Applicant has a vehicle which he has no practical way of parking off the public right-of-way; and
 - 3) in the opinion of the Town Engineer it would be possible to construct a parking space for Applicant's vehicle for \$800 or less;

Then the Board may issue a special parking permit for a period of up to one year; however, such permit shall not be renewed except upon a new finding that the circumstances contemplated in Section 21-27.2 (a) obtain.

- c) If the Board shall find that:
- 1) the Applicant is domiciled on a street on both sides of which in front of Applicant's domicile parking is prohibited at some time; and
 - 2) there is no practical way in which two guest vehicles in addition to Applicant's own vehicle (if any) may be parked off the public right-of-way; and
 - 3) in the opinion of the Town Engineer, it would cost more than \$800 to construct a parking space for Applicant's vehicle off the public right-of-way; or in the opinion of the Board, such construction would require the destruction of an area or object of historical or natural significance to the Town as a whole;

Then the Board may issue up to two one-year movable special parking permits, renewable annually upon a finding of no change in Applicant's circumstances, for use by guests of the Applicant.

- d) If the Board shall find that:
- 1) the Applicant is domiciled on a street on both sides of which in front of Applicant's domicile parking is prohibited at some time; and
 - 2) there is no practical way in which two guest vehicles in addition to applicant's own vehicle (if any) may be parked off the public right-of-way; and
 - 3) in the opinion of the Town Engineer it would be possible to construct a parking space for Applicant's vehicle for \$800 or less;

Then the Board may issue up to two one-year movable special parking permits for use by guests of the Applicant; however, such permits shall not be renewed except upon a finding that the circumstances contemplated in Section 2.-27.2 (c) obtain.

- e) The Chief of Police may, when special events such as weddings, funerals, etc., will cause a temporary increase in the need for parking at a particular location, permit parking in area from which parking is normally prohibited when application is made at least 24 hours in advance and such parking will not unduly threaten the public safety and welfare.

SECTION II

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

This the 23rd day of January, 1978.

Alderman Conen asked why the \$800 cut-off for putting in a driveway. Mr. Jenne stated they had tried to suggest some specific criteria for getting a permit now that the staff had had a chance to see what kind of problems existed. Mr. Denny had informed attorneys in the lawsuit against the town that changes would be made in the ordinance. THE MOTION WAS CARRIED BY UNANIMOUS VOTE OF 8 TO 0.

Ordinance Amending Section 14-61, "Retirement System"

ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN EPTING, ADOPTION OF THE FOLLOWING ORDINANCE.

AN ORDINANCE AMENDING SECTION 14-61, "RETIREMENT SYSTEM"

BE IT ORDAINED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby amends Section 14-61 of the Code of Ordinances, Town of Chapel Hill, to read as follows:

Section 14-61. North Carolina Local Governmental Retirement System.

Each employee who is expected to work for the Town more than 1,000 hours annually, other than law enforcement officers who join the North Carolina Law Enforcement Officers' Benefit and Retirement Fund, shall join the North Carolina Local Governmental Employees' Retirement System effective at the end of six (6) months of the date of employment as a condition of employment. (Ord. No. 0-75-53, § 1, 9-16-75)

This the 23rd day of January, 1978.

Mr. Jenne explained that the town had been informed by the retirement system that any employee working over 1000 hours should be on the system.

Mr. Kenny Fosque objected to the manner of calculating leave and vacation for part-time employees. He felt it should be prorated based on the actual hours worked and made retroactive, for many drivers had been working over 30 hours a week. He wanted part-time employees given health insurance benefits. Mr. Fosque though the retirement system would be a burden to part-time employees who do not earn much money, and not a benefit. He asked that the town set minimum hours per week for part-time and have a clear benefits policy. He stated that the town had hired more part-time employees rather than opening up more full-time positions. Alderman Howes asked Mr. Drake if the town had any latitude in dealing with the retirement system. Mr. Drake responded that the retirement system had the authority to require all employees working over 1000 hours to join. The town could disobey this ruling, but they could be fined. Alderman Smith asked why a part-time employee was charged with 8 hours sick leave, when he was only granted sick leave on the basis of 5 hours per month. Mr. Denny suggested the Board deal with the question of retirement before going on to other benefits. Alderman Epting beleived the regulations clear and flexible enough so that the deduction would not be a burden to anyone. Mr. Jenne explained that the determination would be made on factual information. ALDERMAN SMITH MOVED TO AMEND THE MOTION BY ADDING THAT THE MATTER OF BENEFITS BE REFERRED TO THE MANAGER. THE MOVER AND SECONDER ACCEPTED THIS AMENDMENT. THE MOTION WAS CARRIED BY UNANIMOUS VOTE OF 8 TO 0.

Discussion of Fringe Benefits for Part-Time Employees

Alderman Howes suggested asking the Manager for a report at the next meeting based on the points Mr. Fosque had raised. Mr. Jenne said he had discussed with the staff developing a detailed study and presentation on benefits, but would like to present it at the second meeting in February. It would take time to make such a study. Mr. Jenne explained that the present method of determining benefits results from a policy adopted by the Board of Aldermen. He explained the reasons for calculating leave and vacation as they are. Mr. Jenne said the recent high number of hours for part-time employees was due to the loss of 5 part-time employees, football weekends, addition of Carrboro service, extra trippers, training of driver II's, as well as absenteeism. He expected this to level off. Alderman Smith suggested the Board ask the Manager to bring in a report at the second meeting in February. Alderman Howes thought the subject might better be discussed at a worksession. Mr. Jenne agreed that a worksession with guidance for the budget would be useful.

ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN EPTING, THAT THE MANAGER BE DIRECTED TO PREPARE A REPORT ON EMPLOYEE BENEFITS TO BE PRESENTED TO THE BOARD BEFORE THE END OF FEBRUARY. THE MOTION WAS CARRIED BY UNANIMOUS VOTE OF 8 TO 10.

ALDERMAN HOWES MOVED, SECONDED BY ALDERMAN SMITH, ADOPTION OF THE FOLLOWING ORDINANCE. JAN 23

AN ORDINANCE AMENDING ARTICLE V. "COMMUNITY ANTENNA TELEVISION SYSTEM," OF CHAPTER 10

BE IT ORDAINED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby amends Chapter 10 of the Code of Ordinances, Town of Chapel Hill, as follows:

SECTION I

AMEND Section 10-81 (f) to read as follows:

- (f) Gross annual receipts shall mean any and all compensation and other consideration in any form whatever and any contributing grant or subsidy received directly or indirectly by a grantee from subscribers or users in payment for any and all cable services in the community (including all forms of consideration, such as initial lump sum payments).

SECTION II

AMEND Section 10-89 to read as follows:

Section 10-89. Remuneration to town.

Within sixty (60) days after the close of its first fiscal year after acceptance of a franchise, and each succeeding fiscal year thereafter during the life of the franchise, the grantee shall pay to the town for the privilege of constructing, operating and maintaining the CATV system as defined in Section 10-81 (c), and for the privilege of providing the CATV service as defined in Section 10-81 (b) during the ensuing fiscal year, a sum equal to three percent (3%) of its gross annual receipts during the preceding year.

Within forty-five (45) days after the expiration of the grantee's fiscal year, the grantee shall file with the town a financial statement prepared by a certified public accountant, or other person satisfactory to the board, showing in detail the gross annual receipts, as defined herein, of grantee during such fiscal year. The payment of this fee is in addition to any ad valorem taxes which the town may levy on the grantee's real or personal property. At any time during the three (3) fiscal years following the payment of the annual fee, the town shall have the right to inspect the grantee's records showing the gross annual receipts from which these payments are computed and the right of audit and recomputation of any and all amounts under this article. Acceptance of payments hereunder shall not be construed as a release or as an accord and satisfaction of any claim the town may have for further or additional sums payable under this article or for the performance of any other obligations hereunder. In the event of holding over after expiration or other termination of any franchise granted hereunder, without the consent of the town, the grantee shall pay to the town, reasonable compensation and damages, of not less than one hundred per cent (100%) of its total gross profits during said period.

SECTION III

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

This the 23rd day of January, 1978.

Mr. Denny explained in response to Alderman Howes, that this change would bring the current ordinance into conformance with FCC regulations. Alderman Howes suggested that the town request proposals. THE MOTION WAS CARRIED BY UNANIMOUS VOTE OF 8 TO 0.

Ordinance Amending the Ordinance Concerning Appropriations and the Raising of Revenue for the Fiscal Year Beginning July 1, 1977.

ALDERMAN HOWES MOVED, SECONDED BY ALDERMAN SMITH, ADOPTION OF THE FOLLOWING ORDINANCE.

BE IT ORDAINED by the Board of Aldermen of the Town of Chapel Hill that the Budget Ordinance entitled, "An Ordinance Concerning Appropriations and the Raising of Revenue for the Fiscal Year Beginning July 1, 1977" as duly adopted on June 13, 1977, be and the same is hereby amended as follows:

ARTICLE I

<u>Expenditure</u>	<u>Current Budget</u>	<u>Increase</u>	<u>Decrease</u>	<u>Revised Budget</u>
Human Services Program Coordinator	82 275	3 000	-	85 275
Contingency	30 760	-	3 000	27 760

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

This the 23rd day of January, 1978.

THE MOTION WAS CARRIED BY UNANIMOUS VOTE OF 8 TO 0.

Resolution - Tax Releases

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

RESOLUTION - TAX RELEASES

WHEREAS, taxes listed below were erroneously levied through clerical errors on properties belonging to the following:

<u>NAME</u>	<u>REC. #</u>	<u>AMOUNT</u>	<u>REASON</u>
Robert K. Davis & Nancy	#01795	\$ 5.00	Did not own a dog on 1-1-77.
Joseph C. Edozien & Clara	#09394	27.11	Mercedes priced in error.
John R. Fost	#09490	27.91	Listed a 1977 Chevrolet; owned a 1976 Pacer.
Judity G. Frautschi	#09296	35.90	Husband should have listed household furnishings.
John L. Harb	#09529	67.15	Tax lister listed 1969 Mercedes; he owned a 1969 Mercury.
James F. Furr, Jr. & Susan	#09502	34.25	Listed a 1977 Toyota; owned a 1970 Buick.
Lester L. Key, Jr.	#09578	8.62	Duplicate bill; same as #04035.
Mrs. Sallie Michie	#05175	2.00	Dog priced in error (had been spayed).
Holly S. Parsons	#09643	1.54	Was not living in Chapel Hill on 1-1-77.
Richard Q. Ward	#09740	30.87	Living in Carrboro on 1-1-
Ronald E. Wild	#09752	3.08	Car priced in error.
Alexander Stratoudakis	#09352	24.95	Clerical error. Same as bill #07150.
Calbar Investment Co.	#08364	21.28	Acreage change due to split; split to be made later.
Fiddlers Green	#09798	308.00	Business closed down in December, 1976; not in operation on 1-1-77.
McBee Systems	#09366	82.67	Personal property value listed in error (4,780 listed for 67.80).

WHEREAS, the above listed persons have made application for release of said taxes;

JAN 23

291

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill, that it finds the taxes of the above listed persons were levied through clerical error, and in the discretion of the Board should be released to the taxpayer.

IT BEING FURTHER RESOLVED that the Tax Collector is authorized and empowered to make such release.

This the 23rd day of January, 1978.

Alderman Smith questioned some of the reasons given for releasing these sums. Mr. Roberts answered the questions. THE MOTION WAS CARRIED BY UNANIMOUS VOTE OF 8 TO 0.

Resolution - Tax Refunds

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

RESOLUTION - TAX REFUNDS

WHEREAS, taxes listed below were erroneously levied and collected through clerical error on properties belonging to the following:

<u>NAME</u>	<u>REC. #</u>	<u>AMOUNT</u>	<u>REASON</u>
Dorothy Blum	#00679	\$43.68	Listed a 1976 Olds.; owned a 1968 (Difference of \$3,900 in valuation). Paid total bill before realizing error.
Carolyn L. Dudas	#01984 (1977)	38.92	Listed and paid personal property for 1976 and 1977 on same abstract with real estate (personal property located in New York, not in Chapel Hill).
	#01886 (1976)	43.05	

WHEREAS, the above listed persons have made application for refund of said taxes;

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill, that it finds that taxes on the above listed persons were levied and collected through clerical error, and in the discretion of the Board should be refunded to the taxpayer;

IT BEING FURTHER RESOLVED that the Tax Collector is authorized and empowered to make such refund.

This the 23rd day of January, 1978.

THE MOTION WAS CARRIED BY UNANIMOUS VOTE OF 8 TO 0.

Report and Request from the Board's Liaison to the Human Services Planning Committee

Alderman Kawalec had distributed her report. The agencies were requesting that the Board consider meeting with the County Commissioners and the Carrboro Board of Aldermen to hear the budget requests. Alderman Smith thought the Board should have such a meeting. Mayor Wallace stated he was under the impression the committee would work together on a formula for funding the agencies. Alderman Howes did not think a joint meeting would solve the problem. Alderman Kawalec said the joint meeting would be only to hear the requests. The committee did not hope to work out a formula for this budget. Ms. Grove said the committee was trying to work out a form for all of the agencies. The committee was also trying to get some guidance from the Boards as to which Board would fund which agencies. Alderman Vickery asked for a quantification of the demands, in particular how many Chapel Hill residents were served by these agencies. Alderman Howes thought the form mentioned by Ms. Grove more useful than a meeting.

Report to the Board from the Audit Committee

Alderman Vickery reported that a request for proposals had been submitted. Six to eight proposals had been received. They were now being reviewed by

292 the Audit Committee. The Committee would soon give a short list of recommendations to the Board and ask for a worksession to select the auditor.

Consideration of Additions to the Planning Department Work Program for 1977-78

Alderman Cohen stated that in 1975, the Board had asked the Planning Department to prepare a report on areas which could be annexed. Some were dropped at the public hearing, and others were dropped later. He suggested there were several areas which should again be considered, Glen Heights Subdivision, North Forest Hills Subdivision, Brookview Subdivision, Cedar Hills Subdivision, Countryside Subdivision, YMCA, Eastowne Officers, A & P Food Store, Chapel Hill High School, and Brendles. there might be some problems with providing fire protection to areas north of town. Alderman Cohen suggested the Board might request the YMCA to petition for annexation as they now had no fire protection, rather than wait for the annexation process. The Board discussed which areas should be included. Alderman Boulton suggested that staff prepare recommendations as to which areas would be the best to annex now. ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN EPTING, THAT A STUDY OF AREAS TO ANNEX BE AUTHORIZED. THE MOTION WAS CARRIED BY UNANIMOUS VOTE OF 8 TO 0.

Resolution Authorizing a Public Forum for the Chapel Hill-Carrboro - Thoroughfare Plan

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

A RESOLUTION AUTHORIZING A PUBLIC FORUM FOR THE CHAPEL HILL-CARRBORO THOROUGHFARE PLAN

THAT WHEREAS, a thoroughfare plan is considered vitally important for the proper development of the highway system for the safety and convenience of the traveling public; and

WHEREAS, the Towns of Chapel Hill and Carrboro have before them a proposed thoroughfare plan prepared by the North Carolina Department of Transportation State Highway Commission; and

WHEREAS, public comment concerning the contents of the proposed plan is necessary for the development of a workable plan, and is required by law; NOW THEREFORE,

BE IT RESOLVED that a joint public hearing between the Towns of Chapel Hill and Carrboro be held on February 20, 1978 at 7:30 p.m. at the Carrboro Elementary School, Shelton Street, Carrboro, to solicit public comment on the proposed Chapel Hill-Carrboro Thoroughfare Plan.

This the 23rd day of January, 1978

THE MOTION WAS CARRIED BY UNANIMOUS VOTE OF 8 TO 0.

There being no further business to come before the Board, the meeting was adjourned.

James C. Wallace

David B. Roberts