

MINUTES OF A PUBLIC HEARING AND REGULAR MEETING
OF THE MAYOR AND BOARD OF ALDERMEN
TOWN OF CHAPEL HILL, MUNICIPAL BUILDING
MONDAY, APRIL 23, 1979
7:30 P.M.

Mayor Pro Tempore Epting called the meeting to order. Present were:

Marilyn Boulton
Gerald Cohen
Jonathan Howes
Beverly Kawalec
R. D. Smith
Bill Thorpe
Edward Vickery

Also present were Town Manager E. Shipman and Town Attorney E. Denny. Alderman Epting explained that Mayor Wallace would not be present because of illness.

Annexation--Public Hearing

Mr. Jennings reviewed the process followed by the Town for annexation. The Board would consider the annexation ordinances on May 14. He then explained state policy for annexation. The purpose of annexation is to provide sound urban development. Town policy is to bring into the Town land which is inhabited by those largely related to the Town in order to unify the community. Mr. Jennings pointed out the areas being considered for annexation. In area 1, the Department of Public Works estimated annexation would require the addition of one rear-loading garbage truck, one two-ton dump truck; unpaved streets would be paved upon petition and residents would be assessed; 10 hydrants would be required; 83 street lights and 189 traffic control signs. Water and sewer throughout the area would be provided by OWASA. Police patrol would be by extension of existing routes. If areas 2 and 4 were annexed as well as area 1, another patrol car would be needed. Fire protection could be provided by existing service, but with additional growth, another station would be needed in the area of Airport Road and Weaver Dairy Road. The Transportation Department would analyze demand in the area with a possible trial of demand-responsive service in the first year. E-Z Rider would be available to Carol Woods.

Area 2 was undeveloped but contiguous to the Town, and the owner had petitioned for annexation. Public services were already provided to area 3, the Horace Williams Airport. Public services were provided to area 4, the high school and Seawell Elementary School. One fire hydrant would be needed. Costs would come from the general fund.

Mr. Turnbull stated that Glen Heights residents had already provided their own fire hydrants and street signs. Fire protection was provided; they had water, and did not want sewer. Residents had the services they wanted. They had not voted for Chapel Hill aldermen and did not feel the Board should annex them against their wishes.

Mr. Stone asked if the Town was planning for sewer services to the annexed areas. Mr. Jennings identified existing and proposed water and sewer lines which could be provided by OWASA.

Ms. Smyth asked when services would be provided and what their cost would be. Mr. Shipman responded that plans for transportation had not been developed. It was envisioned, however, that a para-transit service would be run on a demand-responsive basis. This would be included in the 1980-81 budget. The need would have to be established. Alderman Epting stated that the Town had sold its sewer services to OWASA, which had contracted to provide service on a reasonable basis. Upon petition, OWASA would attempt to provide a schedule for services. Mr. Denny explained that water and sewer service must be separate issues. The Town had formerly requested the University to provide water to new areas. Prior to the transfer of the sewer service, the Town had run lines upon petition or where physical evidence indicated the need for lines. In both instances, costs had been assessed against the benefitting property owners. If the areas were annexed, the Town would continue discussions with OWASA to provide services. He assumed that OWASA would provide service upon a petition from residents.

Mr. Shriner asked if a survey would be done to show need for transportation service, and what kind of demand would have to exist for service. Alderman Epting stated the Board would be responsive to all kinds of demand, letters, telephone calls, etc. Alderman Howes said the residents should not expect bus service on all streets, they should expect service on Airport Road which would be approximately 1/4 to 1/2 mile from most homes. This was the type of service provided in the rest of the Town.

Mr. Gardner believed the 50% assessment for paving of streets was excessive. He asked how much the dollar figure would be for paving. Alderman Epting stated that costs would go up over last year's figures, and that the Town did not like to give estimates, as these had been low in the past. Mr. Hooper stated the last street paving was with curb and gutter at a cost of approximately \$50 per foot. Assessments were due and payable over a ten-year period. Ms. Parker presented a petition signed by residents in area 1, who were against annexation. They did not believe the additional services to be provided by the Town warranted the additional cost to the residents of the area. She added that many residents did not know of the proposed annexation and asked that notices be sent out. Alderman Cohen pointed out that the annexation had been covered by the press. However, the Board had not decided on annexing these areas. They were only now holding the public hearing to consider such annexation.

Mr. Kirby stated that the Town could not provide water and sewer service, residents would have to pay the cost of paving streets. The only service that would be provided for doubling the taxes of the residents would be transportation. Mr. Gardner proposed that taxes from this area should be earmarked to provide services to the area. In response to questions from residents, Mr. Jennings explained that the revenues from this area in the first year are estimated at \$201,755, capital improvements at \$81,777 and operating costs at \$105,623, resulting in a surplus of \$14,355. Over a five-year period, he estimated there would be a surplus of \$446,000.

Mr. Kuzy asked if newly annexed areas were reevaluated. Alderman Epting answered that the Town used the county evaluations. Mr. Kuzy then requested the cost analysis for areas 2, 3, and 4. For the first year, area 2 would have a surplus of \$1,430; area 3 would have no costs or revenues; area 4 would have a deficit of \$19,600. Over five years, area 2 would have a surplus of \$6,943, area 3 no revenues or costs, and area 4 a deficit of \$117,678. Mr. Hooper pointed out the cost estimates were just for extending services to the area. There were other costs such as recreational programs in the Town and other programs which were not included. Mr. Kuzy said it appeared as if area 1 was supporting the other areas. Alderman Cohen responded that each area was considered individually. Area 2, which was being subdivided, would be developed within the next two to three years. Area 3 was the site for the municipal facilities and the Town wanted police protection for these. Area 4 had petitioned for annexation several times in order to get police protection for the schools. Mr. Carpenter stated these residents were already paying for services for the schools through school tax.

Mr. Harris stated that the Sheriff's Department provided good protection for these residents. When he had called, they had answered the call within a few minutes.

Mr. Perry stated the roads in Timberline and the surrounding area were not state maintained. He asked if the Town would maintain these roads. Alderman Epting responded that public roads would be maintained. Unpaved streets would be paved by petition. Ms. Grant said the residents could have their streets paved with assessment by the county. Mr. Orlando pointed out that a large majority of the residents were against the annexation. He hoped the Board of Aldermen would honor this. Mr. Marshall stated the residents would be paying full taxes and should receive full bus service. Mr. Drake stated the cost of septic tank had been included in the price of the houses. Now, the residents would be assessed for sewer and paving. The taxes were only a small portion of the extra cost to the residents for annexation.

Alderman Vickery stated the residents would benefit in two ways. They would be receiving a higher quality of police and fire service. They would also be benefiting from services paid for by Town residents for several years, such as recreational facilities, roads paved within the Town, police and fire service within the Town where many of the residents worked. Other residents in the area voiced their objection to the annexation.

ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN KAWALEC, THAT THE MATTER BE REFERRED TO THE PLANNING BOARD FOR CONSIDERATION AND RECOMMENDATION. THE MOTION WAS CARRIED UNANIMOUSLY.

Unified Housing Development Special Use Permit for Laurel Hill, Section 5---Public Hearing

All persons wishing to give evidence were sworn. Mr. Jennings stated the public hearing had been continued from April 9, 1979. The site plan had been revised to show three sets of buildings containing 8 units each.

Mr. Messer submitted the statement of justification for the record.

STATEMENT OF JUSTIFICATION

1. The following evidence is presented to document our belief that this development will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved.

Considerations

- a. The project is located on an unpaved portion of Parker Road in Orange County. Parker Road is shown on the Town of Chapel Hill Thoroughfare Plan as a thoroughfare. The special use application is being applied for to allow construction of a unified housing project with 24 units.

The estimated increase in traffic from this development would be approximately 192 vehicles per day based on eight trips per day per dwelling unit. The proposed Rhododendron Drive meets the geometric design standards of the North Carolina Department of Transportation for a residential collector street. This classification street has a capacity well in excess of 192 vehicles per day. The preliminary plan and profile of Rhododendron Drive has been reviewed and approved by the District Engineer.

The "T" intersection of Rhododendron Drive with Parker Road is near the crest of a low ridge and offers good sight distance in all 3 directions. The proposed "T" intersection has less potential points of conflict of the various types of intersections and is therefore the safest. Parker Road at the proposed intersection with Rhododendron Drive provides access to primarily undeveloped land and carries an estimated traffic volume of about 10 vehicles per day. As a condition of approval of this application, Parker Road will be improved to state standards from the intersection of Rhododendron Drive to the end of the existing pavement near Arboretum Drive.

A traffic count on Parker Road near the intersection of Farrington Road indicates an estimated daily volume of 754 vehicles. The additional traffic generated by these 24 units (estimated 192 vpd) amounts to an approximate 25 percent increase in volume on Parker Road and will not materially endanger the public safety.

The existing intersection of Parker Road and Farrington Road does not meet current Department of Transportation standards. If this intersection were being planned today, it would be constructed differently. However, the Department of Transportation has informed us that this intersection is not an accident producing location and is not in immediate need of improvements. It is not anticipated that the additional traffic generated by this project will significantly increase the problems with this intersection.

- b. The provision of all services and utilities, including sewer, water, electric, telephone, garbage collection and fire protection have been carefully planned in the layout of this project. Water and sewer lines will be constructed to meet OWASA standards and will be turned over to OWASA for ownership and maintenance upon completion. Underground telephone lines will be installed by Southern Bell. Garbage collection will be by private company. All private drives will be designed with adequate turnarounds to allow for future garbage collection by Town vehicles. Fire protection will be by North Chatham Volunteer Fire Department until the area is annexed by the Town of Chapel Hill. Fire hydrants have been located on the preliminary utility plan so that each unit is within 500 feet of a hydrant. The preliminary utility plan has been submitted to OWASA and the Town of Chapel Hill for review.

Passive solar design techniques have been employed in siting and orientation of the units, selection of the building materials, exterior glazing design and landscaping to provide energy efficient structures that will conserve energy.

- c. Considerable thought has been given to control of soil erosion and sedimentation. The Orange County Soil Erosion and Sedimentation Control Officer was consulted in the early planning stages of this project. It was his recommendation to incorporate a pond into the site plan to be used as a temporary debris basin during construction and as a permanent pond and stormwater detention basin. After construction the area around the pond will be grassed and landscaped and used as a feature of the overall property. A preliminary Storm Drainage/Soil Erosion and Sedimentation Control Plan has been submitted to the County and Town for review.
 - d. The site is not located within the Chapel Hill Flood Plain. The units have been carefully sited on the sides of the ridges and slopes—safely away from the local drainage features.
2. It is our opinion that this project if developed in accordance with the submitted plan will be in harmony with the area and in general conformity with the plan of development of Chapel Hill and its environs.

Considerations

- a. This project is in conformance with the Town of Chapel Hill's Comprehensive Plan for Housing by providing a mix of residential uses in each sector. The general use around Parker Road is primarily single family detached dwellings on individual lots. This project interjects a new uniform housing development of single family condominiums with common walls in clusters of 2 to 5 units. This plan allows for approximately $\frac{1}{2}$ of the total property to remain as undeveloped open space.

This project is in conformance with the Comprehensive Plan through the use of new concepts of site and housing design, materials and construction techniques that reduce the costs of future maintenance and energy consumption.

This project is in compliance with the Zoning Ordinance and with all of the construction standards of the Town of Chapel Hill except that we proposed to not use curb and gutter on Rhododendron Drive. The use of curb and gutter would have the negative impact of increasing stormwater run-off from the street and prevention groundwater recharge through infiltration. In lieu of curb and gutter, we propose the use of grassed swales with the bottom protected with stone or concrete required to prevent erosion. This would be in keeping with the rural atmosphere that exists south of Morgan Creek that we plan to continue with this development.

Approximately one-half of the total property will be left undeveloped as open space. Two tennis courts and a small pond are planned and considerable landscaping along the roads and around the buildings.

3. The use of this land as a unified housing development will not substantially injure the value of adjoining or abutting property. It is our opinion that this development will probably increase property values.

Considerations

- a. The entire area around this property is zoned either R-20 or agricultural. Most of the land has already been developed in one acre single family lots. The adjacent property to the west has been deeded to the State of North Carolina by Mr. Hunt as the permanent open space of the Hunt Arboretum. The property to the north and east is currently undeveloped but will probably be developed in the future as residential. Hunter's Ridge to the south has one acre single family lots. We do not anticipate any possible conflicts between the existing land uses. The density of this development is less than 50% of that allowed. By clustering the units much more open space will remain undeveloped than if they were detached.
- b. This project meets the requirements of "agricultural" zoning and meets the objectives of the Comprehensive Plan of Chapel Hill and Its Environs.
- c. We are not contending that this project is of a public necessity, but it will provide some relief for the housing shortage in Chapel Hill.

4. We believe that 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.

Considerations

- a. This project is in conformance with the zoning map and the Comprehensive Plan. We are proposing a mix of residential uses by interjecting a unified housing development into an area that has primarily been developed as single family detached dwellings. There is sufficient open space between the existing houses and the proposed condominiums to provide an adequate buffer zone.
- b. The project is not located within the Chapel Hill Flood Plain. The units have been carefully located so that local stormwater run-off will not create any problems.

Parker Road is designated as a thoroughfare on the Chapel Hill Thoroughfare Plan. We propose to improve Parker Road from the end of the existing pavement to the intersection of Rhododendrum Drive.

This property is not located on the Chapel Hill Greenway Plan but approximately one-half of the total property will be left as permanent open space.

He also included a letter from the Department of Transportation containing information on the traffic patterns on Parker Road.

April 4, 1979

Mr. Roger Messer
Post Office Box 2474
Chapel Hill, North Carolina

Dear Mr. Messer:

This is in reply to your recent telephone call to my office in regard to information on any proposed improvements planned for the intersection of Farrington Road (SR 1008) and Parker Road (SR 1916) in Orange County.

As indicated by phone, at this time we have no plans for improvements to the above intersection. While we realize the location has some sight distance restriction, the intersection has a favorable safety record. We will continue to monitor this location for possible future improvements.

Proposed improvements are scheduled for the intersection of Farrington Road and US 15-501 to include widening and the installation of a traffic signal. The estimated cost of this improvement is \$24,500.00. Construction of the turn lanes has begun with the installation of the signal to follow.

If I can provide additional information on this or other transportation matters, please let me know.

Sincerely,

Billy Rose
State Highway Administrator

BR/DR/jgp

The estimated increase in traffic on Parker Road from the development would be 25%. Mr. Ballentine reviewed the information in the statement of justification. The price range for the condominiums would be approximately \$100,000 to \$115,000 per unit. They would be 1600 to 2400 sq. ft. In response to questions, Mr. Ballentine said the project had no relationship to a similar project proposed by Mr. Hunt several years ago. OWASA had indicated they could provide water and sewer. Mr. Hunt was not a

member of the corporation developing this property. Mr. Ballentine did not know Mr. Hunt's plans for development of his property which was adjacent to this development. The developer was considering asking for a modification to add six more units to this project. Mr. Hunt owned 150 acres which could be developed in 250 units or more.

Mr. Ripley wanted plans shown for the whole area, including Mr. Hunt's property. Alderman Epting explained that the Town had no legal standing to require such plans especially as Mr. Hunt had no relationship to this development. Mr. Lentz asked if the developer had plans for other access than Parker Road. Mr. Messer did not. He did not have access to Azalea Drive.

Mr. Delmar stated that Bayberry and Chestnut had rights-of-way through to Arboretum. If these were constructed, the traffic from Arboretum would come on Azalea, which was a residential street.

Mr. Meyer asked when Parker Road would be paved. Mr. Ballentine responded that the road must be paved before any units were sold. It would be done near the end of construction. Since Parker Road was planned as the only access now, Mr. Delmar believed Rhododendron would be a cul-de-sac, its length in excess of town standards. Mr. Ballentine explained that in its completed form Rhododendron would be connected to another street; therefore, it did not constitute a cul-de-sac.

Mr. Fein, the architect, stated the plan had been revised to improve the relationship with the land and orient the buildings to take advantage of the climatic conditions. The roads were designed to disturb the least amount of timber. No one would see the units unless driving on Rhododendron. The units would be two and three bedroom units with a fourth and fifth room potential. Heavy and intense grading had been avoided as much as possible. The project would have solar hot water heating. The sedimentation pond would be to control storm water retention and runoff. Masonry walls would be between the units to the underside of the roof. Mr. Fein added that Mr. Hunt had discussed development of his property with Mr. Fein, but to Mr. Fein's knowledge, had no plans for development as yet.

Mr. Rindfuss asked how much of the winter heat the solar units would provide. Mr. Fein estimated 50%. More than that would not be feasible. If six more units were added, they would be within the same groupings; there would be no more roads in the development.

Mr. Fred Hazard estimated the land costs for each unit to be \$15,000 to \$20,000. The units could not be seen from other residences, but could possibly be seen from the Cochran property.

Mr. Cochran stated he objected to condominiums rather than single-family homes. He did not believe the land would be maintained as well as with single-family residences. Alderman Epting asked Mr. Hazard if the development would have a positive or adverse effect on any adjacent property. Mr. Hazard could not answer this with regard to the Cochran property, but did not believe it would adversely affect other property as it would be well screened. Mr. Hazard did not believe \$40 per sq. ft. for construction cost unreasonable. Ms. Gordon asked if the developer would be allowed to add more units as the zoning allowed more units. Alderman Epting answered that a modification to the special use permit which would involve another public hearing would be necessary.

In response to residents, Mr. Hazard stated that land values in the area were between \$18,000 and \$35,000 per acre. The 200' buffer zone would screen houses on Poinsett. No houses in Hunter's Ridge fronted on Parker Road; they would not be adversely affected by the increase in traffic created by the development, particularly as Parker Road was to be paved.

Mr. Sheps asked if the undeveloped portion of land in the project could be developed later. Alderman Epting said it could until a declaration of condominiums was filed, after which the land would be owned in common by condominium owners. They would all have to agree to further development, which was unlikely.

Mr. Parker asked how the roads would be maintained. Mr. Messer stated the private roads would be maintained by the homeowners association. Mr. Delmar proposed that a moratorium be put on building in the area until the traffic study was done. Azalea Drive residents were concerned that traffic would be increased on their road.

Mr. Rosenfeld asked that the Planning Board project a land use plan for this area of Town. There were problems with traffic and fire service. These services should be considered before allowing incremental development.

Mr. Rosenfeld asked that the Planning Board project a land use plan for this area of town. There were problems with traffic and fire service. These services should be considered before allowing incremental development.

Mr. Ripley stated the intersection of Parker and Farrington Roads was dangerous. This development would increase the traffic by 25%; Jordan Reservoir would increase the traffic. There was only one access for fire and police to the development.

Mr. Rupkalvis explained the police protection available in the area. The residents did not believe it adequate. Mr. Fein stated the arboretum was a critical environmental area. There would be a silting problem in the area. The area where the pond was to build was a swamp. The streams would not have any impoundment. Heavy rain would cause silting in the arboretum and then in the creek. Development was not allowed closer than 100' to a stream, but Mr. Fein believed some of these structures closer than that. The gradients were higher than the 8% maximum. Mr. Fein wanted an explanation of how the sewer line would be brought across the arboretum without disturbing the environment.

Ms. Gordon stated there was a dangerous intersection. Police and fire protection were inadequate for the area. The North Chatham Volunteer Fire Department agreed that the area was not adequately protected because of distance from a fire station. With condominiums there was a danger of fire spreading from unit to another over the roof. The area was outside the North Chatham tax district and there was no legal obligation for them to answer calls in the area. She did not believe the finding for public health and safety could be made. Ms. Gordon believed Rhododendron to be a cul-de-sac in fact, if not technically. It was longer than the standards allowed for cul-de-sacs. In Ms. Gordon's opinion, it was unlikely that Parker Road would be a thoroughfare, nor would it be extended as the southern loop was being pushed further out. There was a need for further planning before any development.

Alderman Smith thought the Town should address the issues raised by the residents as the Town would soon be considering this area for annexation. Mr. Ballentine responded that there was a sewer easement across the arboretum. The maximum slope on Rhododendron was 12% which was allowed by the state. The County soil erosion control officer had reviewed the erosion control plan and would have to approve such. There would be no finished grade of 25% on the parking lots. At the end of one of the private roads, there was a 25% slope. An 8% grade would require additional fill and right-of-way. There were other streets in Town with 12 and 14% grades, or higher.

Alderman Epting pointed out that the only reason there was control over these issues was that the project was a unified housing development. For a subdivision, the Board would not have this control.

Mr. Fein stated that if other projects were done by this group in the area, they would keep the residents informed.

ALDERMAN HOWES MOVED, SECONDED BY ALDERMAN SMITH, THAT THE MATTER BE REFERRED TO THE PLANNING BOARD FOR CONSIDERATION AND RECOMMENDATION. THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Approving a Preliminary Sketch for the Coker Hills West, Phase 9 Sub-division Located Between Estes Drive and Piney Mountain Road

Mr. Jennings stated that on March 27, the Board of Aldermen had referred the Coker Hills West Subdivision back to the Planning Board to consider two items, fire lanes and overall access. A letter had been received from the attorney of the owner of the Polk tract indicating she was not interested in planning development for that tract at this time. Fire lanes would not allow for dual access for routine services as it would be private property. Secondly, the staff did not want any type of barrier or locks across the fire lane as this would increase response time. The police could not regulate use by unauthorized vehicles of private property. The major issue to the staff was the need for a second public access to Lake Forest. The Planning Board agreed with the staff's recommendation against the use of fire lanes. They did not, however, recommend a public connection between Coker Hills West and Coker Hills West, Phase 9. The Planning Board recommendation was then revised to include no connection to Kensington or Wellington, and to include a stub out to western properties.

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

A RESOLUTION DIRECTING THE REVISION OF A PRELIMINARY SKETCH FOR COKER HILLS WEST, PHASE 9

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby directs that the preliminary sketch for Coker Hills West, Phase 9 be revised to include the following design considerations:

1. That there be no connection between presently developed portions of Coker Hills West and Coker Hills West, Phase 9 by means of fire lanes or public streets.
2. That a street be stubbed out to adjacent undeveloped property to the west.

This the 23rd day of April, 1979.

Alderman Cohen stated that some of the problems of regulating fire lanes would be soon resolved as the legislature was rewriting laws dealing with private roads and fire lanes. Alderman Epting asked if any sketch submitted by the developer encompassed the Planning Board's recommendation. Mr. Jennings did not believe so. Mr. Goforth asked for guidance in making the changes. Ms. Stein suggested plan 3 could be modified if the road did not go to Piney Mountain. Mr. Goforth thought it would be difficult to extend the cul-de-sac on 3 and still have desirable lots.

The two issues which the Planning Board was divided on were the access to Lake Forest and the cul-de-sac. Alderman Boulton asked if any traffic studies had been done in the area. Mr. Jennings said the origins and destinations must be considered. The staff had believed #7 would not invite Eastgate traffic, but would take Lake Forest traffic. Alderman Epting thought #7A with no barriers across the fire lane, and the fire lane dedicated to the Town, would allow the developer use of the land and would satisfy most concerns. ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN HOWES, TO SUBSTITUTE THE FOLLOWING RESOLUTION FOR ADOPTION.

A RESOLUTION APPROVING A PRELIMINARY SKETCH FOR THE COKER HILLS WEST, PHASE 9 SUBDIVISION LOCATED BETWEEN ESTES DRIVE AND PINEY MOUNTAIN ROAD (CHAPEL HILL TOWNSHIP TAX MAP 29, PART OF LOT 3)

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby approves the preliminary sketch Alternate Plan #7A for the Coker Hills West, Phase 9 Subdivision located between Estes Drive and Piney Mountain Road subject to the following requirements:

1. That an additional five (5) feet of public right-of-way be dedicated along the frontage of the property with Piney Mountain Road.
2. That the Wellington Drive Extension be connected with Somerset Road creating a road as shown on alternate plan 7A, but with the open publicly dedicated and maintained fire lane connection to the existing Wellington Drive for use by emergency and public vehicles only.
3. That the storm drainage easement and flood storage easements be recorded on the final plat. Boundaries of such flood storage easements shall be verified by a registered land surveyor's field survey.
4. That the final working drawings for storm drainage with hydrologic calculations be submitted to and be approved by the Town Engineer prior to issuance of any grading permit and start of construction of improvements.
5. That all cul-de-sac streets be paved to Town standards and to a minimum cross section of 27 feet back-to-back of curb and that the extension of Wellington Drive be paved to Town standards and to a minimum cross section of 33 feet back-to-back of curb. If such streets must be approved by the North Carolina Department of Transportation, such streets shall be designed and paved with curb and gutter to equivalent State standards. The 27 foot wide street width is in accordance with the provisions of Section 18-68 of the Subdivision Ordinance.
6. That the number, location and installation of fire hydrants be approved by the Town Manager. A plan for such improvements shall be approved by the Town Manager prior to issuance of any building permits within this section of Coker Hills West.
7. That all lots connecting onto the sanitary sewer system be serviced by gravity flow. Individual pumps for each dwelling unit shall not be permitted.

8. That prior to paving streets, utility service laterals shall be stubbed-out to the front property line of each lot. Sanitary sewer laterals shall be capped-off above ground.
9. That utility easements be dedicated as required by the Town Manager.

Alderman Kawalec said she would vote against the substitute motion. She thought #7 the better plan, as a cul-de-sac was undesirable. The loop made the road round-about and discouraged traffic through to the west. Alderman Boulton said she would vote against the motion because allowing the fire lanes and cul-de-sac would be setting a precedent. Alderman Howes thought it was more important to prevent cross-connectors. Alderman Smith stated if development took place in the west, there would be no connection to Piney Mountain. Fire trucks would have to go to Airport Road to reach the area. Alderman Epting responded that the power line easement formed a natural boundary between the neighborhoods. Alderman Thorpe stated he was against sending the project back to the Planning Board. If the developer and the residents agreed, he would vote for the plan. Mr. Andresen asked if garbage trucks would be allowed to use the fire lane. Mr. Shipman said without access the garbage trucks would have to go back out on the thoroughfares and go around the area. Residents complained that children would be using the lane and trucks should not be allowed. Constant use by garbage trucks would require better design. ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN THORPE, TO AMEND THE RESOLUTION TO STRIKE THE WORDS "and public." THE MOTION TO AMEND WAS CARRIED BY A VOTE OF FIVE TO THREE WITH ALDERMEN COHEN, EPTING, HOWES, THORPE AND VICKERY SUPPORTING AND ALDERMEN BOULTON, KAWALEC AND SMITH OPPOSING. Alderman Smith believed the fire lane would create a problem for the Town as it would not be possible to control the traffic. THE MOTION TO SUBSTITUTE WAS CARRIED BY A VOTE OF FIVE TO THREE WITH ALDERMEN COHEN, EPTING, HOWES, THORPE AND VICKERY SUPPORTING AND ALDERMEN BOULTON, KAWALEC AND SMITH OPPOSING. THE FOLLOWING RESOLUTION WAS ADOPTED BY A VOTE OF FIVE TO THREE WITH ALDERMEN COHEN, EPTING, HOWES, THORPE AND VICKERY SUPPORTING AND ALDERMEN BOULTON, KAWALEC AND SMITH OPPOSING.

A RESOLUTION APPROVING A PRELIMINARY SKETCH FOR THE COKER HILLS WEST, PHASE 9 SUBDIVISION LOCATED BETWEEN ESTES DRIVE AND PINEY MOUNTAIN ROAD (CHAPEL HILL TOWNSHIP TAX MAP 29, PART OF LOT 3)

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby approves the preliminary sketch Alternate Plan #7A for the Coker Hills West, Phase 9 Subdivision located between Estes Drive and Piney Mountain Road subject to the following requirements:

1. That an additional five (5) feet of public right-of-way be dedicated along the frontage of the property with Piney Mountain Road.
2. That the Wellington Drive Extension be connected with Somerset Road creating a road as shown on alternate plan 7A, but with the open publicly dedicated and maintained fire lane connection to the existing Wellington Drive for use by emergency vehicles only.
3. That the storm drainage easement and flood storage easements be recorded on the final plat. Boundaries of such flood storage easements shall be verified by a registered land surveyor's field survey.
4. That the final working drawings for storm drainage with hydrologic calculations be submitted to and be approved by the Town Engineer prior to issuance of any grading permit and start of construction of improvements.
5. That all cul-de-sac streets be paved to Town standards and to a minimum cross section of 27 feet back-to-back of curb and that the extension of Wellington Drive be paved to Town standards and to a minimum cross section of 33 feet back-to-back of curb. If such streets must be approved by the North Carolina Department of Transportation, such streets shall be designed and paved with curb and gutter to equivalent State standards. The 27 foot wide street width is in accordance with the provisions of Section 18-68 of the Subdivision Ordinance.
6. That the number, location and installation of fire hydrants be approved by the Town Manager. A plan for such improvements shall be approved by the Town Manager prior to issuance of any building permits within this section of Coker Hills West.
7. That all lots connecting onto the sanitary sewer system be serviced by gravity flow. Individual pumps for each dwelling unit shall not be permitted.

8. That prior to paving streets, utility service laterals shall be stubbed-out to the front property line of each lot. Sanitary sewer laterals shall be capped-off above ground.
9. That utility easements be dedicated as required by the Town Manager.
10. That a paved sidewalk to Town standards be constructed along one side of Wellington Drive Extension and the portion of Somerset Road between Wellington Drive and Estes Drive. The design and location of such paved sidewalk shall be approved by the Town Manager prior to construction.
11. That all pedestrian easements be labeled "pedestrian and non-motorized vehicle easement," and that a 30 foot wide pedestrian and non-motorized vehicle easement be dedicated along the frontage of the subdivision with the Public Service gas line right-of-way.
12. That no proposed street names duplicate or be similar to existing street names. Such proposed street names shall be approved by the Town Manager and shall be shown on the final plat.
13. That a minimum 60 foot wide public right-of-way be dedicated on the north side of the proposed open space area to provide access to lots located within Phase 8 of Coker Hills West.
14. That the paved cross section of Somerset Avenue be flared to a minimum width of 38 feet at its intersection with Estes Drive to permit the provision of a right and left turn lane into Estes Drive.

This the 24th day of April, 1979.

The meeting was recessed until April 24, 1979, at 7:00 p.m.

On April 24, 1979, at 7:00 p.m., the meeting reconvened with all members of the Board present except Mayor Wallace, who was still ill.

Minutes

On motion by Alderman Smith, seconded by Alderman Boulton, the minutes of February 19, 1979, were approved. On motion by Alderman Thorpe, seconded by Alderman Smith, the minutes of April 9, 1979, were approved.

Resolution Calling a Public Hearing to Consider Requests for the North Carolina Highway Improvement Program

The State Department of Transportation had determined the date when it would hear requests for its highway improvement program. Mr. Shipman explained that it was customary for the Board to hold a public hearing first to hear citizen requests. ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN HOWES, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION CALLING A PUBLIC HEARING TO CONSIDER REQUESTS FOR THE NORTH CAROLINA HIGHWAY IMPROVEMENT PROGRAM

BE IT RESOLVED by the Board of Aldermen of The Town of Chapel Hill that the Board hereby calls a Public Hearing for May 14, 1979 at 7:30 p.m. in the Meeting Room, Municipal Building, to hear public opinion on road improvements to be requested for inclusion in the State Department of Transportation Highway Improvement Program.

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY.

Petitions and Requests

Mr. Shipman stated that Mr. Hutchinson had requested an amendment to Section 23.2 of the code of ordinances. Mr. Shipman recommended the Board refer the matter to him from a report if they wished to consider the amendment. ALDERMAN HOWES MOVED, SECONDED BY ALDERMAN SMITH, THAT THE PETITION BE REFERRED TO THE MANAGER FOR A REPORT BACK TO THE BOARD. Mr. Denny suggested this should be a joint policy decision to be made between OWASA and the Town as to when and under what circumstances septic tank would be permitted to be installed, repaired or maintained. ALDERMAN COHEN MOVED TO AMEND THE MOTION TO INCLUDE THAT THE MANAGER CONSULT WITH OWASA. The amendment was accepted. THE MOTION WAS CARRIED UNANIMOUSLY.

Further Consideration of a Schedule for CATV Franchise Implementation

Alderman Epting stated he had received calls from citizens regarding the schedule for implementing a CATV franchise. These citizens did not believe the Board was giving priority to this item. After reconsidering the schedule, Alderman Epting suggested that rather than writing official requests for proposals, and developing RFP's, the Board should hold a public hearing inviting citizens, the university and schools to speak; and then to invite proposals without defining a request for proposals. Some of the work would then be done by the potential franchises in their applications. The public hearing would be in May; requesting proposals would begin late in May with a deadline in June; subsequent public hearing in July; evaluation and negotiation through September (with the help of a consultant); and making a decision in October. Mr. Shipman had distributed a schedule for implementation of the franchise. In reviewing the schedule, he believed that time could be saved in limiting the time the proposals would be out to two months rather than three. This would allow a decision prior to seating a new Board. It was customary to ask a company to make a proposal based on what the community wanted in service. He had already begun the process by asking representatives of the school system and university to consider needs for public access and public programming. He would contact them later for discussions. A public hearing could be held in June to get citizen comment. Mr. Shipman had been advised that it would be difficult to evaluate a proposal in ordinance form. The Urban Institute had advised that it was irregular to have a competing cable TV company involved in preparing the ordinance because the economic concerns of the company would predominate the community needs. Alderman Cohen stated he would like to have a franchise awarded by the end of November before the new Board was seated. Alderman Vickery thought the appropriate action at this time would be to refer these proposals to the CATV committee. The Board had approved a schedule on April 9. The consultant had recommended that careful assessment of local needs be done. Alderman Vickery pointed out that in federal proposals, the company helping to prepare the terms for the proposal was excluded from the bidding process. Not doing so could bias the proposal. Alderman Vickery agreed that changes proposed by Mr. Shipman might be possible to shorten the schedule.

Alderman Boulton suggested having a small CATV committee had caused some of the delay. She suggested enlarging the committee with citizens from different areas. Then there would not be so many problems with meeting and with a franchise perhaps influencing the committee. She suggested the Mayor appoint such a committee. Alderman Kawalec agreed and suggested that Mr. Vogel, who had attended the work session on CATV, might be appointed. She also proposed following the manager's schedule, but limiting the time for proposals to 6 weeks. Companies who were interested in this should be aware that the Town will soon invite proposals and have some of the work completed. Mr. Shipman wanted the proposals out for two months. He suggested two weeks could be cut between June 30 and July 30. Alderman Vickery supported the idea of enlarging the committee to 7 to 9 people. He wanted a school representative on the committee. Alderman Smith asked if it would take 45 days to select the consultant and review the ordinance. Mr. Shipman responded that it would. Other things would be done concurrently with reviewing the ordinance. Alderman Howes suggested appointments to the committee be by the Mayor by May 1. ALDERMAN KAWALEC MOVED, SECONDED BY ALDERMAN BOULTON, THAT THE BOARD REQUESTED THE MANAGER TO WORK OUT A SCHEDULE ALLOWING AWARDED OF THE FRANCHISE BY NOVEMBER, AND REQUESTING THE MAY TO APPOINT A COMMITTEE OF 7 TO 10 PEOPLE BY MAY 14 TO ASSIST THE MANAGER. Alderman Cohen wanted the Board to designate the interest groups to be represented on the committee. Alderman Boulton suggested two Aldermen, a technical person, one representative of education, a representative of the business community, a representative of student government, and a consumer at large. Alderman Cohen was excused from the meeting. Alderman Smith wanted a representative from the high school and one from the university. He believed these were different areas. Alderman Boulton argued that only one person who understood public access would be needed. Alderman Vickery proposed that the three person committee recommend a list of citizens to the Mayor to be appointed to the enlarged committee by May 1. They would take into account the suggestions from the Board. Alderman Kawalec amended her motion to include this proposal. She asked that Board members be notified of committee meetings. Alderman Howes stated that it was only necessary for the Board to set the final date for awarding the franchise and leave it to the Manager and the committee for forming a schedule which would meet this date. THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Granting a Modification of the Special Use Permit for the Holland Office Buildings to Herb Holland and Company, Inc.

Mr. Jennings stated that when the Board had approved the project, they had stipulated that access be from the drive for Northampton Terrace. The access was refused. The applicant proposed to put the drive mid-way between the drives for the apart-

ments. Appearance Commission concurred with the staff recommendation for approval. ALDERMAN HOWES MOVED, SECONDED BY ALDERMAN THORPE, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION GRANTING A MODIFICATION OF THE SPECIAL USE PERMIT FOR THE HOLLAND OFFICE BUILDINGS TO HERB HOLLAND AND COMPANY, INC.

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Special Use Permit granted to the Herb Holland and Company, Inc. on March 26, 1979 for a unified business development at 608 Airport Road is hereby modified to allow a change in the location of the driveway as shown on plans submitted April 12, 1979 subject to the following:

1. That the applicant be granted a 7% reduction in the off-street parking requirement as provided for in Section 4-C-21-d of the Zoning Ordinance.
2. That except as modified herein, all other special terms, conditions, and stipulations heretofore made applicable to the special use permit be continued in effect, and that the Board finds that with all stipulations and conditions as modified, the use continues to meet the four requisite findings set forth in the initial special use permit.

BE IT FURTHER RESOLVED that the Board of Aldermen finds that the use as modified in accordance with the plans submitted April 12, 1979 continues to meet the four findings made by the Board of Aldermen on March 26, 1979 (and subsequently modified).

This the 24th day of April, 1979.

Alderman Boulton asked if the developer had to have access to his property. He had known at the time of the original special use permit that he could not use the drives for Northampton Terrace. Mr. Denny responded that he did not have to have access for this type of development. They did have the right to enter and exit. Alderman Howes stated that Mr. Hazard had told the Board he probably could not use the other drive. The Board had known it would come back. THE VOTE WAS FOUR TO THREE WITH ALDERMEN BOULTON, EPTING, HOWES AND THORPE SUPPORTING AND ALDERMEN KAWALEC, SMITH AND VICKERY OPPOSING. The matter was carried over to the next meeting because it did not have enough votes to pass. Alderman Smith said he had voted against the motion because he had voted against the original special use permit. Alderman Kawalec thought the Town should try to avoid strip development along Airport Road. This development violated the comprehensive plan. She had voted against the original special use permit because she did not believe the Board could make the four findings. Alderman Vickery agreed.

Ordinance Rescheduling the Second May Meeting of the Board of Aldermen

Mr. Shipman explained that the second Board meeting in May was traditionally Memorial Day, a holiday. He suggested changing the meeting to the Tuesday following that Monday. ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN KAWALEC, ADOPTION OF THE FOLLOWING ORDINANCE.

AN ORDINANCE RESCHEDULING THE SECOND MAY MEETING OF THE BOARD OF ALDERMEN

BE IT ORDAINED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby amends Sec. 2-3 of the Code of Ordinances, Town of Chapel Hill, by adding the following phrase to follow the word "August" in the first sentence: "and except that the meeting in May shall be held on Tuesday following the fourth Monday."

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY.

Mr. Shipman stated the county commissioners had requested a joint meeting on May 22, at 4:00. Because of some objections, the Manager would try to change this meeting to May 23.

Resolution Granting a Modification of the Special Use Permit for the Northside Complex to Orange County

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

A RESOLUTION GRANTING A MODIFICATION OF THE SPECIAL USE PERMIT FOR THE NORTHSIDE COMPLEX TO ORANGE COUNTY, NORTH CAROLINA

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Special Use Permit granted to Orange County, North Carolina, for the Northside Complex on McMasters Street is hereby modified to allow a change in the design standards for the access drive as shown on plans submitted March 19, 1979 subject to the following:

That except as modified herein, all other special terms, conditions, and stipulations heretofore made applicable to the special use permit be continued in effect, and that the Board finds that with all stipulations and conditions as modified, the use continues to meet the four requisite findings set forth in the initial special use permit.

BE IT FURTHER RESOLVED that the Board of Aldermen finds that the use as modified in accordance with the plans submitted March 19, 1979 continues to meet the four findings made by the Board of Aldermen on December 13, 1976 (and subsequently modified).

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Renewing a Preliminary Sketch for Laurel Hill Subdivision Located on Parker Road

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

A RESOLUTION RENEWING A PRELIMINARY SKETCH FOR LAUREL HILL SUBDIVISION LOCATED ON PARKER ROAD

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby renews the approval of the preliminary sketch for Laurel Hill subdivision until July 31, 1980 subject to all previously approved conditions remaining in effect.

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY.

CBD Parking Recommendations and Fire Station North

Mr. Shipman stated the first resolution for consideration would implement portions of the parking study. The parking on West Franklin Street was part of the CIP. Parking fees were not being considered at this time because he wanted input from the Transportation Board. The second resolution would authorize the Manager to acquire land owned by the estate of T.T. Atkins, located on West Franklin Street. If negotiations broke down, the resolution would authorize the attorney to start condemnation proceedings.

The third resolution authorized preparation of a bond referendum for September 1979. The referendum would be used for a fire facility to the north as the area developed and for parking facilities. Parking Lot #1 would require \$2,000,000 and the remainder of the funds would be insurance if the proposal by Mr. Hill did not materialize. Alderman Boulton thought the consensus at the work session was to purchase parking lot #2, as lot #1 was not sufficient. Mr. Shipman did not agree that this was the consensus. This referendum would provide funds to purchase #2 if the other development, which he preferred, failed. Alderman Epting agreed with the Manager's recollection of the work session. Alderman Kawalec was not convinced that a three-level deck was needed on lot #1, particularly if the Town used lot #2. She did not want all the parking in this one area. Mr. Hooper explained that the wording of the resolution met some of Alderman Kawalec's objections. Alderman Epting suggested amending the wording to multi-level deck instead of three-level. Alderman Howes stated that if Mr. Hill's proposal was not implemented he would want to consider alternatives to putting parking on lot #2. This was an important corner of the Town. Alderman Vickery said there was enough flexibility in the resolution to allow for alternatives. ALDERMAN HOWES MOVED, SECONDED BY ALDERMAN SMITH, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION AUTHORIZING THE MANAGER TO IMPLEMENT PORTIONS OF THE CBD PARKING STUDY

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby directs the Town Manager to proceed to implement the Central Business District Parking Program through the following actions:

1. By metering the presently unregulated on-street parking spaces along West Rosemary, Graham and Roberson Streets;
2. By selecting appropriate consultants to provide initial conceptual design and engineering of a multi-level parking structure on Lot #1 and to assess impact of traffic in the area and recommend improvements in traffic circulation patterns;
3. By fully exploring the advantages to the Town of a joint public-private development project on East Rosemary Street;
4. By acquiring, constructing and preparing for operation a surface parking lot on West Franklin Street; and
5. By recommending to the Board of Aldermen revised parking rates for municipal parking lots to encourage short term parking.

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY. ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN HOWES, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION REGARDING ACQUISITION OF PROPERTY ON WEST FRANKLIN STREET

BE IT RESOLVED that the Board of Aldermen of the Town of Chapel Hill hereby authorizes the Town Manager to negotiate for the purchase of two vacant lots on West Franklin Street from the Estate of T.T. Atkins at a price of \$165,000 total plus an amount equal to additional ad valorem taxes, if any, on the property if the closing must be held after May 1, 1979; and

BE IT FURTHER RESOLVED that if negotiations break down the Board of Aldermen hereby authorizes the Town Attorney to institute eminent domain proceedings to acquire the property.

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY. ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN VICKERY, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION AUTHORIZING PREPARATION OF A SEPTEMBER 11, 1979 BOND REFERENDUM

WHEREAS, the Board of Aldermen of the Town of Chapel Hill has received the Central Business District Parking Needs Study prepared by Wilbur Smith and Associates, and

WHEREAS, the Board has reviewed the study recommendations and determined that a serious deficiency of parking spaces for business and short term trip purposes exists in the Central Business District, and

WHEREAS, the Adopted Capital Improvement Program includes the construction of a fire station in the rapidly developing area north of the existing corporate limits;

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen that the Manager is hereby directed to begin preparations for a bond referendum on September 11, 1979 to authorize the issuance \$2,600,000 Parking Facility Bonds and \$450,000 Fire Facility Bonds.

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution of Support for Increased Benefits for Already Retired Employees

Mr. Shipman stated that the North Carolina Local Government Employees Retirement System planned to propose to the legislature increases in benefits paid to retired employees. The League had polled its members and would take a stand based on the results. The Board would have to adopt a resolution to grant these benefits.

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

A RESOLUTION OF SUPPORT FOR INCREASED BENEFITS FOR ALREADY RETIRED EMPLOYEES

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby authorizes the Town Clerk to advise the North Carolina League of Municipalities that the Town of Chapel Hill supports the plan for increasing benefits to already-retired municipal employees which is at present being considered by the North Carolina Local Governmental Employees' Retirement System.

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Requesting Deletion from State Maintained System of Certain Roads and Streets Upon Their Incorporation into the Town of Chapel Hill, North Carolina

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

A RESOLUTION REQUESTING DELETION FROM STATE MAINTAINED SYSTEM OF CERTAIN ROADS AND STREETS UPON THEIR INCORPORATION INTO THE TOWN OF CHAPEL HILL, NORTH CAROLINA

WHEREAS, the Department of Transportation, Division of Highways, has maintained certain roads and streets lying within an area proposed to be annexed by the Town of Chapel Hill; and

WHEREAS, the Town of Chapel Hill will assume responsibility upon annexation for the roads and streets lying within the newly incorporated area, with the exception of those roads and streets designed as System Roads or Streets; and

WHEREAS, the Town of Chapel Hill and the Department of Transportation, Division of Highways, have been over the matter and designated on a map the roads and streets to be deleted from the System, the total mileage being 4.72 miles Rural System as shown on attached tabulation and map, both being a part of this Resolution;

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that said Town hereby agrees to provide all necessary maintenance from and after annexation on the 4.72 miles or roads in question, as set forth on map and attached tabulation;

And the Department of Transportation, Division of Highways, effective July 1, 1979, will discontinue all maintenance on said roads and streets as of said date.

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY.

Parking Permits

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

A RESOLUTION GRANTING SPECIAL PARKING PERMITS (RENEWABLE)

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby finds regarding the below-listed applicants for special parking permits as follows:

1. The applicants are domiciled on streets on both sides of which in front of applicants' domiciles parking is prohibited at some time; and
2. The applicants have vehicles which they have no practical way of parking off the public right-of-way; or there is no practical way in which two guest vehicles in addition to applicants' own vehicles (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 each parking space for applicants' vehicles 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; and

THEREFORE, the Board hereby grants the following special parking permits for the period August 1, 1978 through July 1, 1979 and renewable thereafter for further one-year periods upon a showing of no change in circumstances:

<u>Address</u>	<u>Applicant</u>	<u># Affixed</u>	<u># Guest</u>
#2 Cobb Terrace	W. Robert Tart	1	0
115 Cameron Ct.	Curtis A. Nickles	0	2
734B Gimghoul Rd.	H.B. McKnight	1	2

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY. ALDERMAN KAWALEC MOVED, SECONDED BY ALDERMAN VICKERY, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION GRANTING SPECIAL PARKING PERMITS (NON-RENEWABLE)

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby finds regarding the below-listed applicants for special parking permits as follows:

1. The applicants are domiciled on streets on both sides of which in front of applicants' domiciles parking is prohibited at some time; and
2. The applicants have vehicles which they have no practical way of parking off the public right-of-way; or there is no practical way in which two guest vehicles in addition to applicants' own vehicles (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 each parking space for applicants' vehicles for \$800 or less; and

THEREFORE, the Board hereby grants the following special parking permits for the period August 1, 1978 through July 1, 1979; however, such permits shall not be renewed without a showing that all the circumstances contemplated in Section 21-27.2(c), Code of Ordinances, Town of Chapel Hill, obtain:

<u>Address</u>	<u>Applicant</u>	<u># Affixed</u>	<u># Guest</u>
507 Coolidge St.	M. Gene Onbrusek	2	2

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY. ALDERMAN THORPE MOVED, SECONDED BY ALDERMAN KAWALEC, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION DENYING SPECIAL PARKING PERMITS

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby fails to find regarding the below-listed applicants for special parking permits as follows:

1. The applicants are domiciled on streets on both sides of which in front of applicants' domiciles parking is prohibited at some time; or
2. The applicants have vehicles which they have no practical way of parking off the public right-of-way; and

THEREFORE, the Board hereby denies special parking permits for the below-listed applicants:

<u>Address</u>	<u>Applicant</u>	<u># Affixed</u>	<u># Guest</u>
710 E. Rosemary St.	Edward Perl	3	

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY.

Bids

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

A RESOLUTION ACCEPTING BIDS AND AWARDING OF CONTRACT FOR THE DEMOLITION OF VARIOUS STRUCTURES

WHEREAS the Town of Chapel Hill has solicited formal bids on the Demolition of Various Structures and the following bids have been received:

<u>Bidder</u>	<u>Bid</u>
D.H. Griffin Wrecking Co., Greensboro, N.C.	\$13,700
Read Construction Co., Winston-Salem, N.C.	\$ 8,400
Wadsworth Wrecking Co., Raleigh, N.C.	\$ 9,495

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Town accepts the bid of Read Construction Co. in the amount of \$8,400.

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY. ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN THORPE, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION ACCEPTING BIDS AND AWARDING OF CONTRACT FOR THE EXCAVATION AND RE-CONSTRUCTION OF STREETS

WHEREAS the Town of Chapel Hill has solicited formal bids on the Excavation and Reconstruction of Streets and the following bids have been received:

<u>Bidder</u>	<u>Bid</u> As Needed Unit Prices				
	<u>ALT. A</u>	<u>ALT. B</u>	<u>UNDERCUT</u>	<u>FRENCH DRAIN</u>	<u>FRENCH DRAIN</u>
B & B Paving Co., Inc. Morrisville, N.C.	\$146,678.51	\$140,099.69	\$10/C.Y.	\$5/L.F.	\$4/L.F.
C.C. Mangum, Inc. Raleigh, N.C.	\$121,254.41	\$117,437.07	\$6/C.Y.	\$5.50/ L.F.	\$5/L.F.
Nello L. Teer Co. Durham, N.C.	\$189,919.00	\$185,858.00	\$8/C.Y.	\$9/L.F.	\$6/L.F.
REA Construction Co. Charlotte, N.C.	\$128,738.00	\$123,011.99	\$15/C.Y.	\$7.50/ L.F.	\$7.50/ L.F.
William Muirhead Construction Co., Inc. Durham, N.C.	\$157,776.25	\$149,654.25	\$12/C.Y.	\$6.50/ L.F.	\$4.75/ L.F.

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Town accepts the bid of C.C. Mangum, Inc. for Item 1, Alternate A, in the amount of \$121,254.41 and the unit prices for undercut and French drain of \$6/C.Y., \$5.50/L.F. and \$5/L.F. respectively.

This the 24th day of April, 1979.

THE MOTION WAS CARRIED UNANIMOUSLY.

Discussion Regarding Setting of Salaries for Elected and Appointed Town Officials for FY 1979-80

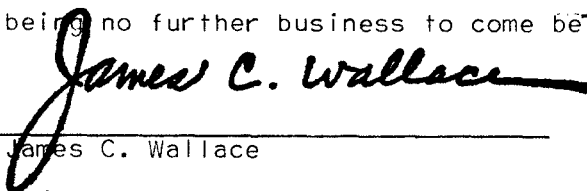
Alderman Thorpe recommended that the Manager include a 7% increase in the budget for the Board members' salaries and appointed officials' salaries. Alderman Epting suggested that the Board's salary was not a living wage and therefore not impacted by inflation as were other salaries. If the compensation was not sufficient, then it should be raised to a sufficient amount, but a percentage raise was not appropriate. Alderman Thorpe stated he was trying to stay within the President's guidelines. Alderman Boulton thought the Board's salary out of line with the Mayor's. Alderman Vickery said that although he had been opposed to raising the Aldermen's salary in

the past, he was not opposed this year. He thought it should be raised to \$5,000. This would attract more people to run. Alderman Howes suggested this be discussed at a work session.

Report Regarding the Orange County Water Resources Task Force

Mr. Shipman and Alderman Howes had attended the first meeting of the Orange County Water Resources Task Force. The task force had a charge to develop water retention sites throughout the county. The chairman wanted someone with expertise to serve on the task force from Chapel Hill. He suggested the Planning Board appoint one of their members to serve with Alderman Howes. Alderman Howes suggested waiting for one or two more meetings until the content of the task force was more clear and then reevaluating the matter.

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



Mayor James C. Wallace



Town Clerk David B. Roberts