

MINUTES OF A REGULAR MEETING OF THE
MAYOR AND COUNCIL
OF THE TOWN OF CHAPEL HILL
MUNICIPAL BUILDING
MONDAY, MARCH 24, 1980
7:30 P.M.

Mayor Nassif called the meeting to order. Present were:

Marilyn Boulton
Joseph Herzenberg
Jonathan Howes
Beverly Kawalec
R. D. Smith
Joe Straley
Bill Thorpe
James Wallace

Also present were Town Manager E. Shipman and Town Attorney E. Denny.

Resolution of Appreciation--Edward Kaiser

Mayor Nassif read the following resolution:

RESOLUTION OF APPRECIATION

WHEREAS, Edward J. Kaiser served on the Planning Board of the Town of Chapel Hill from the date of his appointment in December of 1975 until his recent resignation, and

WHEREAS, Mr. Kaiser's affiliation with the UNC Department of City and Regional Planning and his expertise in urban guidance systems and growth management provided excellent leadership, aid and experience for all concerned with the items brought before the Planning Board, and

WHEREAS, Mr. Kaiser demonstrated dedication and gave unselfishly of his time and knowledge as he worked with both the Zoning Ordinance Rewrite Committee as it prepared the zoning text, and the Planning Board Subcommittee which prepared the zoning map, and

WHEREAS, Mr. Kaiser was elected by his peers on the Board to serve two terms as Vice-Chairman;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Members of the Town Council acknowledge the outstanding contributions made by Mr. Kaiser in his service to the Board and the community, and accept his resignation with much regret;

BE IT FURTHER RESOLVED that this resolution be made a part of the permanent record of the Town of Chapel Hill.

This the 24th day of March, 1980.

COUNCIL MEMBER BOULTON MOVED, SECONDED BY COUNCIL MEMBER THORPE, ADOPTION OF THE RESOLUTION. THE MOTION WAS CARRIED UNANIMOUSLY.

Petitions and Requests

Council member Thorpe requested that when a response to a petition was given to the Council, the Manager place it on the agenda. Mr. Shipman agreed this could be listed as a report.

Council member Wallace requested the attorney prepare a charter amendment allowing for a Council vacancy to be filled by election. The Council could consider the amendment and forward it to the General Assembly.

Minutes

On motion by Council member Kawalec, seconded by Council member Herzenberg, the minutes of March 10, 1980, were approved as amended.

Resolution Approving the Preliminary Sketch for Dogwood Heights

Mr. Jennings did not believe the road providing access for this 6-lot subdivision should be extended. Although the cul-de-sac was longer than the standard, he did not think the length excessive. The staff also recommended exemption from the open space requirement. They did not think the 1/3 acre enough to be useful. The Council had discussed a method by which the developer would make a payment to the town in lieu of open space; however, this was not yet allowed by the General Assembly. Mr. Jennings indicated it was being considered by the General Assembly and might be allowed in the future. Council member Straley did not think the 1/3 acre trivial. He wanted the developer to provide some open space. He asked for the minimum amount of open space acceptable to the staff. Mr. Jennings did not have an exact amount, but said it was a matter of judgment. The Town could not maintain space so far out of the corporate limits. Council member Boulton pointed out the Town did not have to maintain it if it was not accepted. Council member Howes agreed that there should be some method for requiring open space or money from all developers. HE MOVED, SECONDED BY COUNCIL MEMBER THORPE, ADOPTION OF THE FOLLOWING RESOLUTION:

A RESOLUTION APPROVING THE PRELIMINARY SKETCH FOR DOGWOOD HEIGHTS

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby approves the preliminary sketch dated February 5, 1980, for Dogwood Heights located on property identified as Chapel Hill Township Tax Map 126, Block A, Lot 16, subject to the following:

1. That the extension of East Drive be paved to North Carolina Department of Transportation standards with a minimum pavement width of 20 feet. The design for such street shall be approved by the Town Engineer and North Carolina Department of Transportation prior to construction.
2. That the number, location, and installation of fire hydrants be approved by the Town Engineer. A plan for such improvements shall be approved by the Town Engineer prior to issuance of any building permits within the subject subdivision.
3. That prior to paving streets, utility service lines and laterals shall be installed and stubbed-out to each lot. A letter from the owner or owner's representative shall be presented to the Town Engineer prior to paving any street certifying that all utilities are in place.
4. That a drainage plan be submitted to and approved by the Town Engineer prior to issuance of a grading permit or building permit and prior to submission of an application for final plat approval.
5. That sewer and utility easements be dedicated as required by the Town Engineer and OWASA. Sewer easements shall be provided to accommodate the future extension of the municipal sewer system into the subdivision and service to each lot by gravity flow.
6. That an exemption be granted from open space dedication requirements as provided in Section 18-51(f)(1) of the Subdivision Ordinance.
7. That East Drive be exempted from the Subdivision Ordinance's maximum length standard for cul-de-sac streets.
8. That the extension of the water line in East Drive be to the standards of OWASA.

This the 24th day of March, 1980.

Council member Straley asked if the requirement for open space was left in the permit could the Town later exercise an option for money. Mr. Denny stated the option for money when enacted could not be made retroactive. Council member Smith asked where the open space could be located if required. The staff and Planning Board had not discussed the location. Council member Smith was concerned about the traffic with all cars exiting onto 15-501. Mr. Jennings responded that the addition of 6 lots would not pose an additional hazard to the traffic. He did not offer an opinion on how safe the intersection with 15-501 was currently. THE MOTION WAS CARRIED BY A VOTE OF EIGHT TO ONE WITH COUNCIL MEMBERS BOULTON, HERZENBERG, HOWES, KAWALEC, SMITH, THORPE, WALLACE AND MAYOR NASSIF SUPPORTING AND COUNCIL MEMBER STRALEY OPPOSING.

Resolution Authorizing Submission of a Grant Application for Retired Senior Volunteer Program

In discussions with the County Manager, Mr. Shipman had been informed that the County Manager intended to recommend that the Council on Aging become a part of the County government. After one or two years, RSVP would come under the Council on Aging. The Town would file for federal funds to operate the program until then. The Town's share of matching funds, \$13,000, for the year 1980-81 would be closely considered in the budget preparation. COUNCIL MEMBER HERZENBERG MOVED, SECONDED BY COUNCIL MEMBER STRALEY, ADOPTION OF THE FOLLOWING RESOLUTION:

A RESOLUTION AUTHORIZING SUBMISSION OF A GRANT APPLICATION FOR RETIRED SENIOR VOLUNTEER PROGRAM

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby authorizes the Town Manager to submit an application to ACTION for a \$22,514 grant for continuation of the Retired Senior Volunteer Program and to certify to the federal government the willingness of the Town to insure a minimum of 30% in cash, goods, and services as the non-federal share in support of the program.

This the 24th day of March, 1980.

THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Establishing Tentative Bus Fares and Pass Prices for 1980-81

The Transportation Board and the Manager had presented a schedule of bus fares and pass prices for the Council to consider for the 1980-81 budget. Mr. Shipman stated the difference between the two schedules would amount to approximately 1¢ on the tax rate. Concerns had been raised about citizens' willingness to ride with a large increase in the pass price. Mr. Shipman pointed out that although prices had been raised approximately 20% last year, ridership had increased 15%. Also, the price of gas was still increasing and he believed the town could continue to expect an increase in ridership. Council member Thorpe asked why the Manager was asking the Council to set a price before the public hearing. Mr. Shipman answered that it was necessary to hold a public hearing to receive federal assistance. In the advertisement the Town needed to state the proposed price increases. Secondly, he wanted guidance from the Council in preparing the budget.

Council member Howes stated he had attended the meeting of the State Public Transportation Advisory Committee at the Mayor's request. Discussion had evolved around whether Chapel Hill had already received a large share of funding and the relationship of the fares to the cost of the system. If the Town continued to request funding from the state it would have to be sure the fares constituted a reasonable portion of the revenues of the system.

Mr. Shipman stated that the TDP, adopted by the Council, had proposed a ratio such that 33% of the system cost would be born by user fares. He also believed there should be a proposal to guide the thinking in the public hearing.

The Council discussed with Mr. Shipman what difficulties he would have preparing the budget with both alternatives rather than with just one. The Council was concerned that to adopt schedule of prices would suggest that the public hearing was pro forma.

COUNCIL MEMBER STRALEY MOVED, SECONDED BY COUNCIL MEMBER WALLACE, ADOPTION OF THE FOLLOWING RESOLUTION:

A RESOLUTION OF INTENTION TO CONSIDER CHANGES TO THE BUS FARES AND BUS PRICES

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby indicates its intention to consider changes to the bus fares and bus prices. Among those to be considered at a public hearing on April 8, 1980, at 7:30 p.m. are the following:

	<u>% Discount</u>	<u>Full Use</u>	<u>Special Use</u>
12 month	50.0	\$79.00	\$39.00
9 month	45.0	\$65.00	\$32.50
6 month	40.0	\$47.25	\$23.50
3 month	30.0	\$27.50	\$13.75
40/80 ride	20.0	\$11.25	--
Single Fare	--	\$.35	\$.20

	<u>% Discount</u>	<u>Full Use</u>	<u>Special Use</u>
12 month	57.5	\$67.00	\$33.50
9 month	50.9	\$58.00	\$29.00
6 month	53.3	\$42.00	\$21.00
3 month	34.0	\$26.00	\$13.00
40/80 Ride	20.0	\$11.20	--
Single Fare	--	\$.35	\$.20

This the 24th day of March, 1980.

THE MOTION WAS CARRIED UNANIMOUSLY.

Public Hearings Schedule

COUNCIL MEMBER BOULTON MOVED, SECONDED BY COUNCIL MEMBER WALLACE, ADOPTION OF THE FOLLOWING RESOLUTION:

A RESOLUTION SETTING A PUBLIC HEARING ON 1980-81 BUS FARES AND PASS PRICES

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby calls a public hearing on April 28, 1980, at 7:30 p.m. in the Meeting Room of the Chapel Hill Municipal Building, 306 North Columbia Street, to consider bus fares and pass prices for fiscal year 1980-81. Among the schedules to be considered are the following two:

	<u>% Discount</u>	<u>Full Use</u>	<u>Special Use</u>
12 month	50.0	\$79.00	\$39.00
9 month	45.0	\$65.00	\$32.50
6 month	40.0	\$47.25	\$23.50
3 month	30.0	\$27.50	\$13.75
40/80 Ride	20.0	\$11.25	--
Single Fare	--	\$.35	\$.20

	<u>% Discount</u>	<u>Full Use</u>	<u>Special Use</u>
12 month	57.5	\$67.00	\$33.50
9 month	50.9	\$58.00	\$29.00
6 month	53.3	\$42.00	\$21.00
3 month	34.0	\$26.00	\$13.00
40/80 Ride	20.0	\$11.20	--
Single Fare	--	\$.35	\$.20

This the 24th day of March, 1980.

THE MOTION WAS CARRIED UNANIMOUSLY.

COUNCIL MEMBER STRALEY MOVED, SECONDED BY COUNCIL MEMBER HOWES, ADOPTION OF THE FOLLOWING RESOLUTION:

A RESOLUTION SETTING A PUBLIC HEARING ON TRANSIT ASSISTANCE GRANTS

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby calls a public hearing on April 28, 1980, at 7:30 p.m. in the Municipal Building, 306 N. Columbia Street, to receive public comment regarding a Section 18 operating assistance grant for 50% of the net operating costs for FY 1981 and a capital grant for approximately \$2,225,058 for up to 12 buses and ancillary equipment.

This the 24th day of March, 1980.

Council member Smith asked if the replacement buses would be available for the anticipated increase in ridership or if the town could accelerate the schedule for purchasing the buses. Mr. Shipman explained that the Council had awarded bids for the buses in December with an anticipated delivery date of December 1980. He had been informed by General Motors that the delivery date could be sooner, and the town was expecting the buses in September, just after the start of the fall schedule. It would take a year for General Motors to deliver the additional five buses just approved by DOT. THE MOTION WAS CARRIED UNANIMOUSLY.

Mayor Nassif introduced the following resolution:

A RESOLUTION SETTING A PUBLIC HEARING ON THE PRELIMINARY ASSESSMENT ROLL FOR MARKHAM DRIVE-MARKHAM COURT PAVING

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby sets a public hearing on May 19, 1980, at 7:30 p.m. in the Meeting Room of the Chapel Hill Municipal Building, 306 N. Columbia Street, to consider the preliminary assessment roll for the paving with curb and gutter of Markham Drive from Tadley Drive to Old Oxford Road, and the full length of Markham Court. A copy of said preliminary assessment roll is available for public inspection during normal business hours in the Office of the Town Clerk; and

BE IT FURTHER RESOLVED that the Council hereby directs that notice shall be mailed to each property owner listed on said preliminary assessment roll at least 10 days before May 19, 1980, stating the time and place of the hearing, the availability of the preliminary assessment roll for inspection in the Town Clerk's office, and the amount of assessment against the property as shown in the preliminary assessment roll.

This the 24th day of March, 1980.

Mr. Shipman reported to the Council that 8 of 13 residents on the street had signed the petition for improvements and 4 had signed on Markham Court. The requirements for 50% of the property owners and the owners of more than 50% of the property had been met. Mr. Denny then reviewed the process for assessment. COUNCIL MEMBER WALLACE MOVED, SECONDED BY COUNCIL MEMBER BOULTON, ADOPTION OF THE RESOLUTION. Council member Kawalec asked how this assessment procedure was related to the policy passed recently which required residents to pay 100% for improvements. Mr. Denny explained that it did not relate to that policy, as the policy pertained to private streets in town. THE MOTION WAS CARRIED UNANIMOUSLY.

Mayor Nassif introduced the following resolution:

A RESOLUTION SETTING PUBLIC HEARINGS ON GENERAL REVENUE SHARING

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby sets public hearings on April 28, 1980, at 7:30 p.m. in the Meeting Room of the Municipal Building, 306 N. Columbia Street, to consider:

- a) The reallocation of \$154,739 in General Revenue Sharing funds currently appropriated in the 1979-80 Town of Chapel Hill Budget; and
- b) The allocation of \$405,561 in General Revenue Sharing funds anticipated to be received by the Town of Chapel Hill in Fiscal Year 1980-81.

This the 24th day of March, 1980.

Mr. Shipman stated there were two hearings on the revenue sharing. One was on funds not spent in the year 1979-81 as had been budgeted by the Council. The second hearing would be for recommendations to use the revenue sharing funds for the coming year. COUNCIL MEMBER SMITH MOVED, SECONDED BY COUNCIL MEMBER WALLACE, ADOPTION OF THE RESOLUTION. THE MOTION WAS CARRIED UNANIMOUSLY

Resolution Authorizing Submission of Recommendations from Chapel Hill to the North Carolina Board of Transportation for the North Carolina Transportation Improvement Program

Mr. Shipman stated there would be a DOT hearing in Carrboro on March 25, 1980, at which the Council's recommendations would be presented. He advised the Council to adopt the list of improvements as had been recommended last year. Mr. Shipman also informed the Council that the Chamber of Commerce had taken action to support the proposal as would Mr. Temple. COUNCIL MEMBER SMITH MOVED, SECONDED BY COUNCIL MEMBER STRALEY, ADOPTION OF THE FOLLOWING RESOLUTION:

A RESOLUTION AUTHORIZING SUBMISSION OF RECOMMENDATIONS FROM CHAPEL HILL TO THE NORTH CAROLINA BOARD OF TRANSPORTATION FOR THE NORTH CAROLINA TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS it is the policy of the Town of Chapel Hill to develop a system of major thoroughfares which will serve to provide access to and between major neighborhood centers and which will be intergrated with inter-city movements,

AND WHEREAS, it is the policy of the Town of Chapel Hill to discourage through traffic on residential streets,

NOW, THEREFORE, BE IT RESOLVED that the Council of the Town of Chapel Hill hereby requests the North Carolina Board of Transportation to include the following road improvements in the state's 1981-87 Transportation Improvement Program:

1. That the US 15-501 and NC 54 Bypass be widened to a four lane urban cross section with turning lanes and signalization at major intersections. This would replace a project currently on the program which calls only for inter-section improvements. The Town of Chapel Hill requests it be allowed to participate in the design of this project. (See Bikeways Requests, #5.)
2. That improvements be made to the Pittsboro Road/15-501 Bypass interchange. This recommendation is an extension of an item currently on the Seven-Year Highway Improvement Program.
3. That Manning Drive be widened to four lanes in the existing two lane section between the 15-501 Bypass and Ehringhaus Dormitory.
4. That South Columbia Street/15-501 South be widened to four lanes from Manning Drive to the 15-501 Bypass/South Columbia Street interchange. (See Bikeways Requests, #1.)
5. That Ephesus Church Road in the vicinity of its intersection with 15-501 Bypass and Legion Road be widened and improved. (See Bikeways Requests, #3 and 4.)
6. That service roads and slip ramps along both sides of 15-501 Boulevard from the city limits to Franklin Street be extended and paved after an early and detailed study of the need for such facilities had been conducted.
7. That Willow Drive connector to link US 15-501 Bypass with Ephesus Church Road be extended. (See Bikeways Requests, #4.)
8. That Estes Drive from Airport Road to Caswell (west) be widened to the same cross section as Estes between Caswell (east) and Franklin Street. (See Bikeways Requests, #2.)
9. That 15-501 South be widened to four lanes to the Orange-Chatham county line. (See Bikeways Requests, #6.)
10. That the Town of Chapel Hill reaffirm its support for improvements to NC 86 North and NC 54 East.

AND WHEREAS, it is an objective of the Town of Chapel Hill to provide various modes of transportation and to provide a cost effective transportation system,

NOW, THEREFORE, BE IT RESOLVED that the Council of the Town of Chapel Hill hereby requests the North Carolina Board of Transportation to include the following public transportation improvements in the state's 1981-87 Transportation Improvement Program:

1. That operating assistance equal to one-half of the net cost of transit service for each fiscal year be provided.
2. That capital assistance equal to 90% of the bid price for the purchase of 35 new buses and related equipment be provided.
3. That capital assistance equal to 90% of the bid price for the purchase of 16 new paratransit and support vehicles and related equipment be provided.
4. That capital assistance equal to 90% of the bid price for the purchase and installation of 50 bus shelters and 50 bus benches be provided.

AND WHEREAS it is the policy of the Town of Chapel Hill to provide utilitarian and recreational bikeways, separated from motor vehicle roadways, where necessary,

NOW, THEREFORE, BE IT RESOLVED that the Council of the Town of Chapel Hill hereby requests the North Carolina Board of Transportation include the following bikeways facilities improvements in the state's 1981-87 Transportation Improvement Program:

1. That bicycle lanes along 15-501 Business, also known as South Columbia Street, from Manning Drive to the 15-501 Bypass be provided. (See Roadways Requests, #4.)
2. That bicycle lanes along Estes Drive from Caswell (west) to NC 86 be provided. (See Roadways Requests, #8.)
3. That bicycle lanes along Ephesus Church Road from Legion Road to Colony Woods Drive be provided. (See Roadways Requests, #5.)
4. That bicycle lanes along the Willow Drive connection between the 15-501 Bypass and Ephesus Church Road and/or bicycle lanes along Ephesus Church Road from the Bypass to Legion Road be provided. (See Roadways Requests, #5 and #7.)
5. That grade separated bike paths along the 15-501 Bypass from Smith Level Road to Morgan Creek Road, from Laurel Hill Road to Hayes Road, and from Willow Drive to Ephesus Church Road be provided. (See Roadways Requests, #1.)
6. That a bicycle lane along 15-501 South from Star Point to the 15-501 Bypass be provided. (See Roadways Requests, #9.)

AND BE IT FURTHER RESOLVED that the Council hereby requests that the state give the Town an opportunity to request bikeways facilities in conjunction with any future state supported road improvements programmed in the Town.

AND BE IT FURTHER RESOLVED that the Council hereby requests the state to replace as soon as possible all parallel grates along state maintained roads in Chapel Hill with street grates which run perpendicular to the street.

AND WHEREAS it is a policy of the Town of Chapel Hill to discourage the use of automobiles in congested areas of the community with a network of peripheral park/ride lots,

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby requests that the North Carolina Board of Transportation continue to reserve the \$60,000 of state monies previously allocated for a park/ride lot grant to Chapel Hill.

AND WHEREAS it is the policy of the Town of Chapel Hill to encourage carpooling where the use of mass transit is impractical,

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby requests that the State of North Carolina continue to support regional ridesharing programs in the Triangle area.

This the 24th day of March, 1980.

Council member Smith did not believe the Council should endorse the requests for a southern by-pass as the Planning Board and Transportation Board had listed this as a low priority. Council member Boulton thought the time too short for discussion of what the town's priorities should be. She suggested forwarding only the top five recommendations. Mr. Jennings explained that the state would have a limited amount of funding and might undertake some smaller projects which were of low priority to Chapel Hill. Council member Howes argued that a longer list would give the state more to choose from. Council member Wallace asked when the southern by-pass would be discussed if it was deleted as proposed. He stated that Chapel Hill was noted for changing its mind. With a change from the recommendations of last year, the State could decide not to undertake any of the recommendations. Council member Howes pointed out the Town had requested the concept of a southern by-pass be studied in the context of the thoroughfare plan. Council member Wallace objected that it would be difficult to include the southern by-pass again if once deleted. Council member Howes thought once the southern by-pass was studied in the thoroughfare plan, there could be stronger justification for constructing it.

Mayor Nassif asked that a qualification be added to the widening of Manning Drive that this should not be done until the 15-501 and 54 by-pass was widened. The amendment was accepted. Council member Kawalec said she could not support the motion on the floor. As there had been no new information since the last priority

list, she believed it should be adopted again. Council member Thorpe agreed that if the southern by-pass was deleted, the State DOT would want to investigate the change closely. Council member Howes pointed out the State was aware of the controversy over the southern by-pass, and that it was aware that Chapel Hill was working on the thoroughfare plan. Council member Wallace thought the by-pass would be needed in the future. He commented that the Town was not asking that the road be built immediately, but that it be studied. The Council continued to discuss whether or not the concept of the southern by-pass should be included in the recommendations. COUNCIL MEMBER WALLACE MOVED, SECONDED BY COUNCIL MEMBER KAWALEC, TO SUBSTITUTE THE FOLLOWING RESOLUTION:

A RESOLUTION AUTHORIZING SUBMISSION OF RECOMMENDATIONS FROM CHAPEL HILL TO THE NORTH CAROLINA BOARD OF TRANSPORTATION FOR THE NORTH CAROLINA TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS it is a policy of the Town of Chapel Hill to develop a system of major thoroughfares which will serve to provide access to and between major neighborhood centers and which will be integrated with inter-city movements,

AND WHEREAS, it is a policy of the Town of Chapel Hill to discourage through traffic on residential streets,

NOW, THEREFORE, BE IT RESOLVED that the Council of the Town of Chapel Hill hereby requests the North Carolina Board of Transportation to include the following road improvements in the state's 1981-87 Transportation Improvement Program:

1. That the US 15-501 and NC 54 Bypass be widened to a four lane urban cross section with turning lanes and signalization at major intersections. This would replace a project currently on the program which calls only for intersection improvements. The Town of Chapel Hill requests it be allowed to participate in the design of this project.
2. That improvements be made to the Pittsboro Road/15-501 Bypass interchange. This recommendation is an extension of an item currently on the Seven-Year Highway Improvement Program.
3. That Manning Drive be widened to four lanes in the existing two lane section between the 15-501 Bypass and Ehringhaus Dormitory.
4. That South Columbia Street/15-501 South be widened to four lanes from Manning Drive to the 15-501 Bypass/South Columbia Street interchange.
5. That the Town of Chapel Hill endorses the concept of the southern by-pass and encourages the evaluation of the alternative routes which might be considered for such a by-pass.
6. That Ephesus Church Road in the vicinity of its intersection with 15-501 Bypass and Legion Road be widened and improved.
7. That service roads and slip ramps along both sides of 15-501 Boulevard from the city limits to Franklin Street be extended and paved after an early and detailed study of the need for such facilities has been conducted.
8. That Willow Drive connector to link US 15-501 Bypass with Ephesus Church Road be extended.
9. That Estes Drive from Airport Road to Caswell (west) be widened to the same cross section as Estes between Caswell (east) and Franklin Street.
10. That 15-501 South be widened to four lanes to the Orange-Chatham county line.
11. That the Town of Chapel Hill reaffirm its support for improvements to NC 86 North and NC 54 East.

AND WHEREAS, it is an objective of the Town of Chapel Hill to provide various modes of transportation and to provide a cost effective transportation system,

NOW, THEREFORE, BE IT RESOLVED that the Council of the Town of Chapel Hill hereby requests the North Carolina Board of Transportation to include the following public transportation improvements in the state's 1981-87 Transportation Improvement Program:

1. That operating assistance equal to one-half the net cost of transit service for each fiscal year be provided.
2. That capital assistance equal to 90% of the bid price for the purchase of 35 new buses and related equipment be provided.
3. That capital assistance equal to 90% of the bid price for the purchase of 16 new paratransit and support vehicles and related equipment be provided.
4. That capital assistance equal to 90% of the bid price for the purchase and installation of 50 bus shelters and 50 bus benches be provided.

AND WHEREAS it is a policy of the Town of Chapel Hill to provide utilitarian and recreational bikeways, separated from motor vehicle roadways, where necessary,

NOW, THEREFORE, BE IT RESOLVED that the Council of the Town of Chapel Hill hereby requests the North Carolina Board of Transportation include the following bikeways facilities improvements in the state's 1981-87 Transportation Improvement Program:

1. That bicycle lanes along Estes Drive from Caswell (west) to NC 86 be provided.
2. That bicycle lanes along Ephesus Church Road from Legion Road to Colony Woods Drive be provided.
3. That bicycle lanes along the Willow Drive connection between the 15-501 Bypass and Ephesus Church Road and/or bicycle lanes along Ephesus Church Road from the Bypass to Legion Road be provided.
4. That grade separated bikepaths along the 15-501 Bypass from Smith Level Road to Morgan Creek Road, from Laurel Hill Road to Hayes Road and from Willow Drive to Ephesus Church be provided.
5. That a bicycle lane along 15-501 South from Star Point to the 15-501 Bypass be provided.

AND BE IT FURTHER RESOLVED that the Council hereby requests that the state give the Town an opportunity to request bikeways facilities in conjunction with any future state supported road improvements programmed in the Town.

AND BE IT FURTHER RESOLVED that the Council hereby requests the state to replace as soon as possible all parallel grates along state maintained roads in Chapel Hill with street grates which run perpendicular to the street.

AND WHEREAS it is a policy of the Town of Chapel Hill to discourage the use of automobiles in congested areas of the community with a network of peripheral park/ride lots,

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby requests that the North Carolina Board of Transportation continue to reserve the \$60,000 of state monies previously allocated for a park/ride lot grant to Chapel Hill.

AND WHEREAS it is a policy of the Town of Chapel Hill to encourage carpooling where the use of mass transit is impractical,

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby requests that the state of North Carolina continue to support regional ridesharing programs in the Triangle area.

This the 24th day of March, 1980.

THE MOTION TO SUBSTITUTE WAS DEFEATED BY A VOTE OF 3 TO 6 WITH COUNCIL MEMBERS KAWALEC, THORPE AND WALLACE SUPPORTING AND COUNCIL MEMBERS BOULTON, HERZENBERG, HOWES, SMITH, STRALEY AND MAYOR NASSIF OPPOSING. THE MOTION TO ADOPT WAS CARRIED BY A VOTE OF 6 TO 3 WITH COUNCIL MEMBERS BOULTON, HERZENBERG, HOWES, SMITH, STRALEY AND MAYOR NASSIF SUPPORTING AND COUNCIL MEMBERS KAWALEC, THORPE AND WALLACE OPPOSING. Council member Howes asked that the Mayor present these recommendations at the hearing in Carrboro.

COUNCIL MEMBER HERZENBERG MOVED, SECONDED BY COUNCIL MEMBER BOULTON, ADOPTION OF THE FOLLOWING RESOLUTION:

A RESOLUTION CLOSING A PORTION OF RALEIGH STREET DURING SPRINGFEST

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby grants the petition of Henderson Residence College to close the portion of Raleigh Street from N.C. 54 Business to Lenoir Drive on April 11 from 7:00 p.m. to midnight and on April 12 from 7:00 p.m. to midnight during Springfest '80 upon the following conditions:

1. Henderson Residence College will erect barricades and station persons at barricades at N.C. 54 Business and Lenoir Drive to permit the passage of emergency vehicles; and
2. Henderson Residence College will be responsible for removing all litter from the affected public right-of-way before 1:00 a.m. on April 12 and April 13 following the street closings.

This the 24th day of March, 1980.

THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Certifying Valuation as Required by HUD Handbook 1320.1

COUNCIL MEMBER STRALEY MOVED, SECONDED BY COUNCIL MEMBER SMITH, ADOPTION OF THE FOLLOWING RESOLUTION:

A RESOLUTION CERTIFYING VALUATION AS REQUIRED BY HUD HANDBOOK 1320.1

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council has determined on the basis of two appraisals and a review appraisal that the fair market value of certain properties intended for purchase by the Chapel Hill Housing Authority is as follows:

Parcel Number	Area (Sq. Ft.)	Owner	Interest to Be Acquired	Established Fair Market Value
84-J-8 306 Mitchell Lane	642	William Rollins	Whole Taking	\$ 7,600
85-D-12 406 Lindsay Street	1,337	Redell Minor	Structure	\$14,000

BE IT FURTHER RESOLVED that the Council, on the basis of information supplied by Alvin E. Stevenson, Executive Director of the Chapel Hill Housing Authority, hereby certifies that the work of the appraisers has been performed in a competent manner in accordance with applicable state and federal law and the policies and requirements of the Department of Housing and Urban Development.

This the 24th day of March, 1980.

THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Regarding Sale of CD Land to Mrs. Helen Merritt

COUNCIL MEMBER THORPE MOVED, SECONDED BY COUNCIL MEMBER HOWES, ADOPTION OF THE FOLLOWING RESOLUTION:

A RESOLUTION APPROVING PRIVATE SALE OF CD LAND TO MRS. HELEN MERRITT

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council, following a public hearing duly advertised as required by Chapter 346, Session Laws 1973, hereby finds that the sale of parcel number 93-L-27 to Mrs. Helen Merritt for the sum of \$2,000 is "reasonably necessary in order to assure development which will have the desired beneficial effect upon neighboring property, the project area, and the community as a whole, as contemplated by the redevelopment plan"; and that Mrs. Merritt, a person displaced by Community Development activity, is the only available, qualified and willing redeveloper for the contemplated use; and that the Council hereby approves the consideration of \$2,000.00 for the parcel as the fair, actual value of the property as based on competent appraisal.

This the 24th day of March, 1980.

THE MOTION WAS CARRIED UNANIMOUSLY.

Ordinance to Amend "An Ordinance Concerning Appropriations and the Raising of Revenue for the Fiscal Year Beginning July 1, 1979"

COUNCIL MEMBER HOWES MOVED, SECONDED BY COUNCIL MEMBER WALLACE, ADOPTION OF THE FOLLOWING ORDINANCE:

AN ORDINANCE TO AMEND THE "ORDINANCE CONCERNING APPROPRIATIONS AND THE RAISING OF REVENUE FOR THE FISCAL YEAR BEGINNING JULY 1, 1979"

BE IT ORDAINED by the Council 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, 1979" as duly adopted on June 25, 1979, be and the same is hereby amended as follows:

ARTICLE I

General Fund	Current Budget	Increase	Decrease	Revised Budget
Town Manager Administration	118,965	16,320	--	135,285
Sundry Interfund Transfers	395,485	5,000	--	400,485
Contingency	15,065	--	5,000	10,065
Grants Fund	120,658	2,360	--	123,018
Capital Improvement Fund	3,953,830	5,000	--	3,958,830
Community Development	263,550	80	--	263,630

ARTICLE II

Revenue	Current Budget	Increase	Decrease	Revised Budget
General Fund Service Charges	190,265	16,320	--	206,585
Grants Fund	120,658	2,360	--	123,018
Capital Improvement Fund	3,953,830	5,000	--	3,958,830
Community Development Fund	263,550	80	--	263,630

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

This the 24th day of March, 1980.

THE MOTION WAS CARRIED UNANIMOUSLY.

Nominations and Appointments

Warren Collier and David McCairn had been nominated for a position on the Transportation Board, term ending June 30, 1980. Mr. Collier was appointed as he received a unanimous vote.

The Council had received the following names from the Historic District Commission for consideration for the three vacancies: Eleanor Kinnaid, Dick Lamberton, Doug Johnston, Georgia Kyser, Josh Gurlitz, Ed Tenney, Albert Peloquin and Gary Freeze. The Commission had specifically recommended the reappointment of Eleanor Kinnaid and Dick Lamberton. Council member Herzenberg informed the Council that Mr. Freeze and Mr. Johnston were either leaving Chapel Hill or had done so.

Future Agenda Items

Council member Boulton asked for a report on the joint planning with the County. This would be scheduled in conjunction with one of the work sessions on the comprehensive plan.


Council member Howes informed the Council he had been asked to testify in support of the reenactment of the Community Development Block Grant Program. He would distribute a copy of his testimony to the Council.

Executive Session

COUNCIL MEMBER WALLACE MOVED, SECONDED BY COUNCIL MEMBER SMITH, TO ADJOURN TO EXECUTIVE SESSION TO DISCUSS LITIGATION, AFTER WHICH THE COUNCIL WOULD ADJOURN. THE MOTION WAS CARRIED UNANIMOUSLY. After the session, the meeting was adjourned.



 Mayor Joseph Nassif



 Town Clerk David B. Roberts

MINUTES OF A PUBLIC HEARING OF THE
 MAYOR AND COUNCIL
 OF THE TOWN OF CHAPEL HILL
 MUNICIPAL BUILDING
 TUESDAY, MARCH 25, 1980
 7:30 P.M.

Mayor Nassif called the meeting to order. Present were:

Marilyn Boulton
 Joseph Herzenberg
 Jonathan Howes
 Beverly Kawalec
 R. D. Smith
 Joe Straley
 Bill Thorpe

Also present were Town Manager E. Shipman and Town Attorney E. Denny. Council member Wallace was excused.

Child Day Care Center Special Use Permit at 417 Landerwood Lane--Public Hearing

All witnesses were sworn. Mr. Jennings stated day care had been identified by Human Services as a need in Chapel Hill. He pointed out the location of the proposed center. Concerns expressed at the Planning Board hearing had centered around possibility of the venture becoming commercial should the property change ownership. The neighbors had also asked that a reasonable limit be placed on the number of children allowed.

Council member Boulton inquired about the difference between day care centers needing a special use permit and those not needing one. Mr. Jennings explained that those having more than 1/2 day operation and more than 5 children needed a state license and therefore a special use permit.