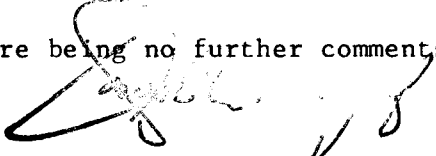



Mr. John Curry requested the Council to direct the Manager to present a budget with no tax increase. He stated the increase would be a hardship on the taxpayers.

Mr. Shipman informed the Council he had received a petition from supporters of the Library requesting the restoration of Sunday service.

There being no further comments, the public hearing was adjourned.


 Mayor Joseph Nassif


 Town Clerk, David B. Roberts

~~_____~~
 MINUTES OF A REGULAR MEETING OF THE MAYOR AND COUNCIL
 OF THE TOWN OF CHAPEL HILL, MUNICIPAL BUILDING
 MONDAY, JUNE 9, 1980 7:30 P.M.

Mayor Nassif called the meeting to order. Present were:

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

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

Public Hearing to Consider a Request for a Unified Business Development
 Special Use Permit for Country Squire Antiques

All witnesses were sworn. Mr. Jennings presented the request for a special use permit to allow the construction of an addition to the existing building and construction of a new building. The property was located partially in Durham County. Concerns raised about the project centered on the septic tank and well and the parking areas along the access road.

Mr. Linquist submitted the statement of justification. The addition would allow for more storage space for the antique business. They did not anticipate the addition to affect the traffic in the area. Mr. Linquist traced the line of proposed I-40 along the map. Although it would eliminate the steak house next to the antique business, the tract used for the antique business would not be affected. The parking facility for the restaurant would also remain. The service road would deadend at the access ramp. The entrance to the service road would be along 15-501. Mr. Linquist requested a 50% reduction in parking. He had 35 spaces on his property and a contract with the restaurant to use their lot of over 100 spaces. Although the Planning Board had recommended parking be removed from the front of the building, Mr. Linquist objected. The business had been built to Durham standards with 8 spaces in front. The access road was not heavily trafficked at this time and with the construction of I-40 would only be used for their business. Mr. Linquist believed the parking in front of the building to be necessary so that customers would know they were open for business and for ease of access. With the proposed addition to the building, customers parking in the rear would have a long walk to the front for access. Having too many doors for customer access was a security problem. Mr. Linquist also expressed his confusion with the Planning Board request that the roof style conform to the present roof. The new building would have a mansard roof as did the old building. And, the addition connected to the old building at a place where the roof was flat.

There were no comments from the audience.

Council member Smith asked what would happen to the restaurant parking lot when the state bought the property for I-40. Mr. Linnquist hoped to buy the parking lot. Access to the parking lot was through his property.

Council member Smith then inquired about facilities for the handicapped. Mr. Linnquist responded the back was level with the ground and had double doors, usually used for deliveries. The front of the building had too small steps.

Council member Kawalec asked if there would be any additional signs. Mr. Linnquist planned to remove the large billboard sign which now existed. The smaller sign would be lighted.

Council member Straley asked how many cars could park in front. Mr. Linnquist answered the spaces were unmarked and would accommodate from five to nine cars depending on size.

COUNCIL MEMBER WALLACE MOVED, SECONDED BY COUNCIL MEMBER BOULTON, TO REFER THE MATTER TO THE PLANNING BOARD FOR CONSIDERATION AND RECOMMENDATION. THE MOTION WAS CARRIED UNANIMOUSLY.

Handicapped Mobility Plan for Transit Services - Public Hearing

Ms. D'Ignazio stated that in 1979 UMTA had published its regulations interpreting Section 504 of the 1973 Rehabilitation Act. This section prohibited discrimination in any federally funded program on the basis of any type of handicap. Chapel Hill must comply with these regulations to receive transit assistance. In the areas of facilities services, policies and procedures, it must comply by July 1982. In the case of vehicle accessibility, one-half of the vehicles used during peak hours must be accessible to wheelchairs by July 1982. If unable to meet this requirement, interim accessible service must be provided until it could be met. One-half of the vehicles must be accessible by 1989. Demand-responsive service such as E-Z Rider was not considered in compliance with the regulations. The town could however continue to operate the E-Z Rider service in addition to accessible vehicles on fixed route service. Last year, the Mayor had appointed a Handicapped Transportation Mobility Committee to assist the staff in preparing a transition plan for comment.

Mr. Bruce Tindall stated the Transportation Board had discussed the plan and had reached a consensus of approval. The only reservation came from the expense of the lift-equipped buses. The committee and many members of the community believed expanded E-Z Rider service would serve the community much better and cost less. The committee therefore believed the town should seek a waiver from the requirement of lift-equipped buses. However, the compliance of E-Z Rider to the requirements was a question which must eventually be answered by the courts.

Council member Howes asked if the five buses on order for the Town would be lift-equipped. Mr. Godding said the town had 16 vehicles on order, all of which would be lift-equipped. Five more had been approved by grant but had not been ordered. In the same grant were included two lift-equipped vans to supplement E-Z Rider.

Mr. Jim Kessler stated the bus systems were geared to the 8 to 5 schedules of most residents. This did not allow for meeting the personal needs of many mobility impaired persons. The burden of the shared-ride and E-Z Rider fell on the individual as this was demand-responsive. Between May and August these did not operate on Sunday. Mr. Kessler suggested a direct phone line to the bus dispatcher from University Mall, Eastgate, NCNB Plaza and the Bus Station would help to alleviate the inconvenience of having to call shared-ride and E-Z Rider.

Ms. Isabel Kelly supported the purchase of more vans to supplement E-Z Rider. She requested that schedules be read over the radio so the visually impaired would be familiar with them. Ms. Kelly was concerned that there were not enough shelters on the bus routes, and only on one side of the street where they did exist.

Mr. Robert Carroll stated he depended on the bus as he was visually impaired. The reduction in bus service proposed for next year would severely limit his mobility. The reduction in service would also restrict businesses from hiring the handicapped because there was no transportation. Mr. Carroll told the Council he would prefer to pay full fare for a pass and have weekend service than have the reduction in service.

Mr. John Thomas, president of NEEDS, emphasized the need for transportation for the handicapped. He stated that the need of each type of handicapped group was different. He encouraged the Council to offer a broad spectrum of service. Although lifts on each bus would help, it was not sufficient for those in wheelchairs who could not navigate the hills of Chapel Hill to get to the bus stop. The blind needed service at night and on weekends. Mr. Thomas believed the E-Z Rider service was better for the blind.

Ms. Ginger Massey used the E-Z Rider service. The sponteneity of service enabled her to travel when she wanted to. Night and weekend service would allow for social needs. She could not have come to the Council meeting without the E-Z Rider service.

Mr. Gladwin Unrau stated that although he used the E-Z Rider, it did not fill his needs entirely. He informed the Council that lifts on the regular bus routes would not help because he could not navigate the hills.

Council member Smith stated he now realized there were more handicapped people in Chapel Hill than the town was preparing for. He wanted the Manager to again look at the plan to try to increase night service for the handicapped.

Council member Howes asked if the plan would be returned to the Council for action. Mr. Shipman said it would.

COUNCIL MEMBER HOWES MOVED, SECONDED BY COUNCIL MEMBER WALLACE, TO REFER THE MATTER TO THE MANAGER AND THE TRANSPORTATION BOARD. Mr. Tindall pointed out this plan did not encompass all Transportation Board recommendations to address the needs of the handicapped because it was formulated to comply with Section 504 regulations. THE MOTION WAS CARRIED UNANIMOUSLY.

Community Development Small Cities Grant Application for 1980-81 Public Hearing

Mr. Hooper stated the purpose of the hearing was to consider the second year application in the three year comprehensive program. He reviewed the schedule for submission of the second year plan.

The major components of the second year plan would be for rehabilitation of both owner-occupied and investment property. Mr. Hooper listed other improvements which would be carried out under the program.

Ms. Susan Cobb of 713 Church Street understood some of the plans involved her property. She asked what improvements would be carried out on her property. Mr. Hooper said the tentative plan was to rehabilitate her structure; however, the house was large and the rehabilitation cost would be high. Before anything was done to the property, the staff would talk with Ms. Cobb, discussing various alternatives with her.

Mr. Harold Foster said he had found dissatisfaction among citizens with the efforts to mobilize citizens by community service agencies. He specifically questioned the effectiveness of JOCCA which was responsible for this service. He asked the Council to study the budget item which would again authorize JOCCA to carry out this service.

Council member Smith questioned what appeared to be an increase in staff to administer the second year program. Mr. Hooper responded that the position was not described well. The current Housing Authority staff would be responsible for this implementing this plan.

COUNCIL MEMBER WALLACE MOVED, SECONDED BY COUNCIL MEMBER SMITH, TO REFER THE MATTER TO THE PLANNING BOARD. THE MOTION WAS CARRIED UNANIMOUSLY.

Petitions and Requests

There were no petitions from the audience.

Minutes

On motion by Council member Smith, seconded by Council member Wallace, the minutes of May 12, 1980, were approved as amended.

On motion by Council member Smith, seconded by Council member Straley, the minutes of May 19, 1980, were approved as corrected.

Resolution Requesting Study and Installation of Traffic Signals by the North Carolina Department of Transportation

Mr. Shipman stated the resolution would request a study and construction erection of a traffic signal at the crosswalk in the middle of Franklin Street, a study and possible crosswalk signal on Franklin across from Pickard Lane, and synchronization of lights between Henderson Street and Columbia Street on Franklin.

Mr. Saunders stated that all that was needed in his opinion was a crosswalk at the Planetarium. The signal on the hundred block of Franklin and synchronization needed further study.

Council member Smith disagreed with Mr. Saunders stating that a light at the current crosswalk on Franklin would help to prevent accidents.

Council member Boulton argued that synchronization would make traffic move faster which would increase accidents. She pointed out however that students had, at a meeting in the Spring, asked for a light on Franklin. Mr. Lee McAlister supported any improvement the Council wished to make near the Planetarium because of heavy student pedestrian traffic.

Mr. Robert Duncan believed that slowing the traffic on Franklin would make the street safe for pedestrians.

Council member Howes thought the proposed recommendations would not make the street any safer for pedestrians. He thought the signals should be actuated with a policeman to direct traffic at heavy traffic periods.

Council member Wallace disagreed. He pointed out the street was to give protection to both cars and pedestrians. He thought jaywalkers should be arrested. COUNCIL MEMBER WALLACE MOVED, SECONDED COUNCIL MEMBER THORPE, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION REQUESTING STUDY AND INSTALLATION OF TRAFFIC SIGNALS BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council respectfully requests the North Carolina Department of Transportation to study the placement of pedestrian crosswalk with automatic signals in the area of Pickard Lane, across East Franklin Street, and install such signals if feasible; and

BE IT FURTHER RESOLVED by the Council of the Town of Chapel Hill that the Council respectfully requests the North Carolina Department of Transportation to study the removal of the present "Stop for Pedestrians" signs at the crosswalk on the 100 block of East Franklin Street, and replacement with automatic traffic signals and install such signals if feasible; and

BE IT FURTHER RESOLVED by the Council of the Town of Chapel Hill that the Council respectfully requests the North Carolina Department of Transportation to study the feasibility of synchronizing the automatic signals on East Franklin Street and to undertake such a synchronization.

This the 9th day of June, 1980.

COUNCIL MEMBER HERZENBERG MOVED, SECONDED BY COUNCIL MEMBER HOWES TO AMEND THE RESOLUTION BY DELETING THE SECOND AND THIRD PARAGRAPHS.

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He stated that no one obeyed the speed limit by the Planetarium. He did not believe the pedestrians interfered with traffic on Franklin.

Council member Smith reminded the Council that all recommendations were subject to the approval of the State Department of Transportation. They had already approved a light at the hundred block of Franklin. No study was needed, just implementation. If the Council did not want traffic on Franklin Street, then it should be made into a mall. Otherwise, cars should be able to travel the street in a reasonable length of time without hitting pedestrians.

Mayor Nassif agreed with Council member Wallace. He favored additional synchronization at Franklin and Columbia Streets whereby all lights would red at one point with pedestrians crossing in all directions.

THE AMENDMENT FAILED BY A VOTE OF FIVE TO FOUR WITH COUNCIL MEMBERS HERZENBERG, HOWES, KAWALEC AND STRALEY SUPPORTING AND COUNCIL MEMBERS BOULTON, SMITH, THORPE, WALLACE AND MAYOR NASSIF OPPOSING.

Council member Straley suggested modifying the resolution to request the DOT to study these situations but to leave to the Council any decision on implementation. Mr. Shipman explained that the State had already recommended a signal on Franklin Street. The Appearance Commission had approved the design.

The Council continued to discuss at length whether or not signals were necessary. Council member Kawalec stated the Transportation Board opposed a light at the Franklin Street crosswalk in the past. She wanted their recommendation.

COUNCIL MEMBER WALLACE MOVED THE QUESTION. COUNCIL MEMBER THORPE SECONDED THE MOTION. THE MOTION WAS CARRIED BY A VOTE OF EIGHT TO ONE WITH COUNCIL MEMBERS BOULTON, HERZENBERG, KAWALEC, SMITH, STRALEY, THORPE, WALLACE AND MAYOR NASSIF SUPPORTING AND COUNCIL MEMBER HOWES OPPOSING. THE RESOLUTION WAS ADOPTED BY A VOTE OF SIX TO THREE WITH COUNCIL MEMBERS BOULTON, HOWES, SMITH, THORPE, WALLACE AND MAYOR NASSIF SUPPORTING AND COUNCIL MEMBERS HERZENBERG, KAWALEC AND STRALEY OPPOSING. Council member Howes stated he had voted for this resolution only because he believed the situation at Pickard Lane to be urgent.

Resolution Regarding Hot Diggity Day

Mr. Shipman stated the Chamber of Commerce had submitted their request for free bus service and covered parking meters for the annual hot diggity day sale. Council member Smith asked when the new passes would become effective. Mr. Shipman said they would become effective July 1. He believed most people riding the bus would have a pass then. The Town would lose some revenue on the parking meters. COUNCIL MEMBER KAWALEC MOVED, SECONDED BY COUNCIL MEMBER WALLACE, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION REGARDING HOT DIGGITY DAY

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby directs the Town Manager to take such steps as may be necessary to cover all Town-owned parking meters, permitting free parking at metered spaces, between the hours of 10:00 A.M. and 6:00 P.M. on July 11, 1980; and

BE IT FURTHER RESOLVED that the Council hereby suspends all fares on Chapel Hill Transportation System buses between the hours of 10:00 A.M. and 6:00 P.M. on July 11, 1980.

This the 9th day of June 1980.

THE MOTION WAS CARRIED BY A VOTE OF EIGHT TO ONE WITH COUNCIL MEMBERS BOULTON, HERZENBERG, HOWES, KAWALEC, SMITH, STRALEY, THORPE AND WALLACE SUPPORTING AND MAYOR NASSIF OPPOSING.

Ordinance Providing for Temporary One-Way Streets (UNC Orientation)

COUNCIL MEMBER HOWES MOVED, SECONDED BY COUNCIL MEMBER HERZENBERG, ADOPTION OF THE FOLLOWING ORDINANCE.

AN ORDINANCE PROVIDING FOR TEMPORARY ONE-WAY STREETS

BE IT ORDAINED by the Council of the Town of Chapel hill that on the 17th day of August, 1980, between the hours of 8:00 a.m. and 5:00 p.m.:

That Raleigh Street shall be limited to one-way traffic, flowing north from South Road to Franklin Street; and

That Cameron Avenue/Country Club Road shall be limited to one-way traffic, flowing east from Columbia Street to Gimghoul Road.

This the 9th day of June, 1980.

Council member Straley was concerned cars traveling Country Club would turn onto Gimghoul which would deadend. Mr. Shipman said a sign would be posted to indicate there was no through traffic. THE MOTION WAS CARRIED UNANIMOUSLY.

Ordinance to Revise and Rewrite Portions of Chapter 14 of the Code of Ordinances of the Town of Chapel Hill with Respect to the Organization of a Personnel Appeals Committee

Mr. Shipman had indicated a worksession could be held to discuss this organization of the Personnel Appeals Committee more fully. A member of the Council had indicated to the Mayor this should be held. It was scheduled for June 19, 1980.

Annexations

COUNCIL MEMBER HOWES MOVED, SECONDED BY COUNCIL MEMBER BOULTON, ADOPTION OF THE FOLLOWING ORDINANCE.

AN ORDINANCE TO ANNEX BY PETITION (IRONWOODS)

WHEREAS a petition by annexation has been received by the Council of the Town of Chapel Hill, signed by 100% of the property owners covered by the petition; and

WHEREAS the Town clerk has certified the sufficiency of said petition; and

WHEREAS a public hearing on the matter of this annexation was duly advertised and held by the Council on the 25 day of March, 1980; and

WHEREAS the Council finds that said petition for annexation meets the requirements of the North Carolina General Statutes and has concluded and hereby declares that the annexation of the area described herein is desirable for the orderly growth and development of the Town of Chapel Hill.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE TOWN OF CHAPEL HILL:

SECTION I

That from and after midnight, June 30, 1980, the effective date of this annexation, the following territory shall be annexed and become part of the Town of Chapel Hill, and the corporate limits of the Town of Chapel hill shall on said date be extended to include said territory more particular described as follows:

That certain tract of land, lying, situated and being in Chapel Hill Township, Orange County, North Carolina. Being bound on the south by Bolin Creek, the west by Webb property, the north by UNC airport property, and the east by UNC Airport property and Estes Drive.

BEGINNING at the intersection of Bolin Creek and Estes Drive. Thence along the centerline of Bolin Creek as its members in a westerly direction 815' to the corner with Webb,

Thence with Webb N 12° 54' 18" E, 1961.44' to the southern right-of-way of SR 1843.

Thence along the right-of-way of SR 1843 570.69' to an iron on the southern right-of-way of said road.

Thence across SR 1843, 90' to an iron set on the north right-of-way corner with Webb.

Thence along Webb's line N 15° 32'14" E, 895.83' to a monument on the corner with Webb and UNC Airport property.

thence with said Airport property N 76° 41'34" E, 1082.34' to a monument.

Thence S 4° 51'43" W, 1668.47' to an iron set on the western right-of-way of Estes Drive.

Thence along the western right-of-way of Estes Drive 31.22' to the intersection with SR 1843.

Thence across SR 1843 90' to an iron at the intersection of the southern right-of-way of SR 1843 and the western right-of-way of Estes Drive.

Thence along the western right-of-way of Estes Drive 2,378.66' to the BEGINNING.

Containing 121.83 acres more or less and shown on a map by Surveying and Mapping of the Frank G. Umstead Property dated April 1978.

SECTION II

That from and after the effective date of this annexation, the territory annexed and its citizens and properties will be subject to the debts, laws, ordinances, and regulations in force in the Town of Chapel Hill and shall be entitled to the same privileges and benefits as other parts of the Town.

This the 9th day of June, 1980.

Council member Straley questioned the width of Estes Drive near the intersection of Seawell. He asked if the town would be improving this road after annexation. Mr. Jennings responded that Estes Drive would stay on the State system of roads. Any improvements would be done by the state except those required by the special use permit issued to the developer or Ironwoods. Mr. Shipman added that the Council had required the developer to dedicate sufficient right-of-way for widening the road. Council member Howes commented that once the road was within the corporate limits, the Council might have more leverage with the State to request improvements.

THE MOTION WAS CARRIED UNANIMOUSLY.

COUNCIL MEMBER SMITH MOVED, SECONDED BY COUNCIL MEMBER WALLACE, ADOPTION OF THE FOLLOWING ORDINANCE.

AN ORDINANCE TO ANNEX A SATELLITE AREA (FIRE STATION NORTH)

WHEREAS the Council of the Town of Chapel Hill has received a petition requesting annexation of a tract more particularly described as follows:

BEGINNING at an iron control corner on the east side of N.C. Highway 86, a 60-foot right-of-way, corner with the property of Melas Corporation as shown on the plat hereinafter referred to: running thence from said beginning point along and with the western right-of-way line of N.C. Highway 86 South 15° 20' East a distance of 315 feet to an iron; running thence South 84° 05' 30" West 400 feet to an iron; running thence South 05° 54' 30" West 21.40 feet to an iron stake; running thence North 84° 05' 30" West, a distance of 510.07 feet to an iron stake; running thence north 05° 54' 30" East 315 feet to an iron stake in the line of the property of Melas Corporation; running thence along and with the southern line of said property South 84° 05' 30" East 795.95 feet to an iron control corner the place and point of BEGINNING, and containing 6.0 acres; and

WHEREAS on May 26, 1980, the Council held a public hearing on the proposed annexation; and

WHEREAS the Council hereby finds and determines that:

1. Said area meets all the standards set forth in GS160A-58.1(b);
2. the owner of said area is exempt from taxation under the Constitution and laws of North Carolina;
3. The petition is otherwise valid; and
4. The public health, safety, and welfare of the inhabitants of the Town of Chapel Hill and of the area proposed for annexation will be best served by the annexation;

NOW, THEREFORE, BE IT ORDAINED by the Council of the Town of Chapel Hill:

SECTION I

That from and after midnight, June 30, 1980, the effective date of this annexation, the above-described area shall be annexed and become part of the Town of Chapel Hill, and the corporate limits of the Town of Chapel Hill shall on said date be extended to include said area;

SECTION II

That from and after the effective date of this annexation, the territory annexed and its citizens and properties will be subject to the debts, laws, ordinances and regulations in force in the Town of Chapel Hill and shall be entitled to the same privileges and benefits as other parts of the Town.

This the 9th day of June, 1980.

Council member Herzenberg asked if the Town would require a special use permit for the fire station. Mr. Jennings explained that a special use permit would be required for a parking lot. There would not be a formal parking lot at this station. This property could also be zoned limited business which would eliminate the requirement for a special use permit.

THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Scheduling a Public Hearing on Composition of the Board of Adjustment

COUNCIL MEMBERS HOWES MOVED, SECONDED BY COUNCIL MEMBER WALLACE, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION CALLING A PUBLIC HEARING (BOARD OF ADJUSTMENT COMPOSITION)

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby calls a public hearing on June 23, 1980 at 7:30 p.m. in the Meeting Room of the Chapel Hill Municipal Building, 306 N. Columbia Street, to consider amendments to Chapter 10 of the "Ordinance Providing for the Zoning of Chapel Hill and surrounding Areas" which would change the composition of the Zoning Board of Adjustment from 5 town members and 5 county members to 7 town members and 3 county members.

This the 9th day of June, 1980.

THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Authorizing the Mayor to Enter into a Contract for Audit Services

COUNCIL MEMBER WALLACE MOVED, SECONDED BY COUNCIL MEMBER THORPE, ADOPTION OF THE FOLLOWING RESOLUTION.

RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO A CONTRACT FOR AUDIT SERVICES

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby authorizes the Mayor of the Town of Chapel Hill to enter into a contract with the firm of Peat, Marwick, Mitchell and Company for audit services covering the activities of the Town during the 1979-80 Fiscal Year.

This the 9th day of June, 1980.

THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Declaring Surplus 19 Vehicles and Authorizing the Sale of Said Property by Public Auction

Mr. Shipman asked that the resolution be deleted from the agenda and considered at a later meeting. One of the vehicles was to be removed from the list.

Council member Boulton suggested that the Council consider earmarking the money given to the school system for certain activities. Mr. Denny did not believe this would be difficult.

Ordinance to Amend Section 2-3 (Cancellation of July 7 Meeting)

COUNCIL MEMBER HOWES MOVED, SECONDED BY COUNCIL MEMBER THORPE, ADOPTION OF THE FOLLOWING ORDINANCE.

AN ORDINANCE TO AMEND SECTION 2-3 (FIRST MEETING IN JULY, 1980)

BE IT ORDAINED by the Council of the Town of Chapel Hill that the Council hereby amends Section 2-3 of the Code of Ordinances, Town of Chapel Hill, to delete the first meeting in July, 1980, from the regular meetings of the Council.

This the 9th day of June, 1980.

THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Confirming the Assessment Roll for Markham Drive and Markham Court

COUNCIL MEMBER SMITH MOVED, SECONDED BY COUNCIL MEMBER WALLACE, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION CONFIRMING THE ASSESSMENT ROLL FOR MARKHAM DRIVE AND MARKHAM COURT

BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby confirms the following as the assessment roll for the paving of Markham Drive and Markham Court with curb and gutter:

MARKHAM DRIVE & MARKHAM COURT
ASSESSMENT ROLL

AP	BLOCK	LOT	NAME	ADDRESS	FRONT FEET	TOTAL COST	
43	C	12	James Yates, Jr.	P.O. Box 21, C.H.	270.78'	\$3,749.59	
43	C	11	Melen Adelman	2015 Markham Dr., C.H.	130.00'	1,800.16	
43	C	10	Deloris Mawhimney	1260 Whispering Hill Tuscon, Arizona	123.04'	1,703.78	
43	C	9	Parin & Deloris Mawhimney	(Same As Above)	65.17'	902.43	
43	C	8	Ruth Youell	2021 Markham Dr., C.H.	112.59'	1,559.07	
42	F	10	William & Edna Morset	2023 Markham Dr., C.H.	120.00'	1,661.68	
42	F	9	Ruth Bishop	2025 Markham Dr., C.H.	120.00'	1,661.68	
42	F	8	Bruce & Lynn Oland	2927 Markham Dr., C.H.	120.00'	1,661.68	
42	F	7	Budd & Ruth Gambee	2031 Markham Dr., C.H.	120.00'	1,661.68	
42	F	6	" " "	" " " "	216.69'	3,000.59	
42	F	5	" " "	" " " "	112.33'	1,555.48	
42	E	3	Mark & Dianne Pozefsky	2100 Tadley Dr., C.H.	200.13'	2,771.27	
42	E	2	Carolyn Adwood	2020 Markham Dr., C.H.	107.00'	1,481.67	
42	E	1	Fred Clark & Murlin Cher	1815 Markham Dr., C.H.	287.27'	3,977.93	
42	E	7	Josephine McNeill	2018 Markham Dr., C.H.	149.11'	2,064.79	
42	E	8	Paul Marlon, Jr.	2020 Markham Ct., C.H.	61.96'	857.98	
42	E	9	Ma. & Vonnark Graves	2022 Markham Ct., C.H.	58.17'	805.50	
42	E	15	Edward & Jane Young	2024 Markham Ct., C.	161.28'	2,233.30	
42	E	14	Henry & Barbara Edalston	P.O. Box 2507, C.H.	295.00'	4,084.97	
42	E	13	Charles Fenske	416 Overland Dr., C.H.	125.00'	1,730.92	
42	E	12	P.H. Craig, Jr.	P.O. Box 553, C.H.	325.59'	4,508.56	
42	E	11	Charles Fenske	416 Overland Dr., C.H.	245.00'	3,392.60	
42	E	10	Everett & Lucy Wilson	c/o YT-WSSH 55-5th Av., N.Y.	110.59'	1,531.38	
			Town of Chapel Hill	306 N. Columbia St., C.H.	175.00'	2,423.32	
					TOTAL	3,811.70'	\$52,791.99

TOTAL COST: \$105,563.97
50% of Total Cost: \$52,781.99
Cost Per FRONT Foot: \$13.8474

This the 9th day of June 1980.

THE MOTION WAS ADOPTED BY UNANIMOUS VOTE AT 9:50 P.M.

Nominations and Appointments

The nominations for four positions on the Recreation Commission were Mr. Herman-Giddens, Mr. Haig, Ms. Soltys, Ms. Cox and Ms. Lindsey. Council members voted as follows: Ms. Boulton for Cox, Soltys, Herman-Giddens, and Haig; Mr. Straley for Lindsey, Herman-Giddens, Soltys, and Haig; Mr. Smith for Herman-Giddens, Soltys, Lindsey and Haig; Mr. Thorpe for Soltys, Herman-Giddens and Cox; Mr. Howes for Herman-Giddens, Cox, Haig and Lindsey; Mr. Nassif for Soltys, Herman-Giddens, Haig and Cox; Ms. Kawalec for Cox, Lindsey, Soltys, and Herman-Giddens; Mr. Herzenberg for Lindsey, Soltys, Herman-Giddens; and Mr. Wallace for Herman-Giddens, Soltys, Cox and Haig. Mr. Herman-Giddens, Ms. Lindsey and Ms. Cox were appointed for three year terms with Mr. Haig filling the unexpired position of Mr. Weaver.

The Appearance Commission had submitted the names of Thelma Boyd, Jon Condoret, Mary Sundbeck, Marjorie Perlman and Josh Gurlitz for nomination for the 4 positions on the Appearance Commission.

The Transportation Board had submitted the names of Warren Collier, Jack Evans, Joe Capowski, Ms. Kathan Haskins and Paul Obrist for nominations for three positions on the Board. Council member Herzenberg nominated Mr. Gerry Cohen.

The Board of Adjustment had submitted the names of Walter Baum, Ruth Leaver and George Snowden for three positions on the Board. Council member Thorpe nominated Dr. Lewis Roland.

Resolution Submitting Request to General Assembly for Special Legislation to Authorize Increase in Vehicle Decal Fee

COUNCIL MEMBER SMITH MOVED, SECONDED BY COUNCIL MEMBER WALLACE, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION DIRECTING THE TOWN ATTORNEY TO DRAFT AN AMENDMENT TO N.C. GENERAL STATUTE 20-97

BE IT RESOLVED by the Council of the Town of Chapel Hill that the North Carolina General Assembly be requested to adopt an amendment to Section 20-97 of the North Carolina General Statutes, to provide that the Town of Chapel Hill be added to the list of towns and cities which may levy not more than five dollars (\$5.00) per year for a municipal license for resident motor vehicles.

BE IT FURTHER RESOLVED that the Town Attorney is hereby authorized and directed to prepared the proposed amendment for submission to the General Assembly.

This the 9th day of June, 1980.

Mayor Nassif asked if this would also give authorization to tax all vehciels which come into Chapel Hill. Mr. Shipman stated that this bill would give authorization to increase the decal fee, but the Council would have to enact an ordinance to increase the fee. They could discuss the details of collecting the fee after receiving the authorization. THE MOTION WAS CARRIED UNANIMOUSLY.

Mr. Denny informed that the local bill to amend the Charter in the matter of a Council resignation had been introduced. However, Mr. Cohen had raised a question about the requirement of appointment procedures for the Mayor. Mr. Denny had discussed the matter with our representative and suggested alternative language. The bill had been introduced with the alternative language.


COUNCIL MEMBER SMITH MOVED, SECONDED BY COUNCIL MEMBER HOWES, TO AMEND THE LANGUAGE OF THE BILL SUCH THAT THE LAST DATE FOR A RESIGNATION FROM THE COUNCIL OR MAYOR WHICH COULD BE FILLED BY ELECTION WOULD BE FORTY-FIVE DAYS BEFORE THE DATE OF THE GENERAL ELECTION.

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THE MOTION WAS CARRIED UNANIMOUSLY.

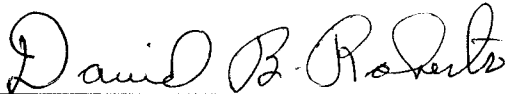
Future Agenda Items

Mr. Shipman called the council's attention some changes he had made in the Manager's recommended budget.

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



Mayor Joseph Nassif



Town Clerk, David B. Roberts

MINUTES OF A SPECIAL MEETING OF THE MAYOR AND COUNCIL
OF THE TOWN OF CHAPEL HILL, MUNICIPAL BUILDING,
MONDAY, JUNE 16, 1980 7:30 P.M.

Mayor Nassif called the meeting to order. Present were:

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

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

Executive Session

Mayor Nassif announced that Council member Smith had requested the Council consider the second item on the agenda, the executive session to discuss salaries of the attorney, clerk and manager, first as he would be arriving late. COUNCIL MEMBERS HOWES MOVED, SECONDED BY COUNCIL MEMBER WALLACE, TO ADJOURN TO EXECUTIVE SESSION TO DISCUSS SALARIES OF THESE EMPLOYEES. THE MOTION WAS CARRIED UNANIMOUSLY.

Petitions and Requests

Mr. Gardner stated there were many persons present who would present petitions. He noted the most important matter the Council would consider was the budget. He asked that the Council be mindful of the economic conditions existing in the country. The town had an obligation to reduce its spending. He submitted a petition signed by several residents asking the council to delay approval of the budget until it could consider the strain of the increase on citizens. The second petition signed by residents, presented by Mr. Gardner, requested the Council to consider more carefully the proposed budget which would place a burden on the citizens of Chapel Hill.

The third petition requested the Council to continue deliberations on the budget until reduced.

Mr. George Coxhead submitted a petition signed by residents asking that adoption of the budget be delayed until the Council had reduced the amount of increase in the tax rate.

Mr. Rex Avery submitted two petitions from taxpayers asking the council to delay action on the budget until it could be reduced.

Mr. Jessie Page presented petitions requesting the Council to delay action on the budget until the Council could find ways to reduce the budget.