

A regular meeting of the Carrboro Board of Aldermen was held on October 15, 1985 at 7:30 p.m. in the Town Hall Board Room.

Present and presiding:

Mayor	James V. Porto, Jr.
Aldermen	John Boone
	Zona Norwood
	Jim White
	Hilliard Caldwell
	Doug Anderson
Town Manager	Robert W. Morgan
Town Clerk	Sarah C. Williamson
Town Attorney	Michael B. Brough

Absent:

Alderman	Joyce Garrett
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APPROVAL OF MINUTES OF PREVIOUS MEETING

MOTION WAS MADE BY JOHN BOONE AND SECONDED BY DOUG ANDERSON THAT THE MINUTES OF OCTOBER 8, 1985 BE APPROVED. VOTE: AFFIRMATIVE ALL

PRESENTATION OF PLAQUE TO ALDERMAN JIM WHITE

Mayor Porto presented Alderman Jim White with a plaque that he had received in his honor on October 13th recognizing Mr. White for his service while serving as a director on the Chapel Hill-Carrboro Chamber of Commerce.

RECOGNITION OF SERVICE FOR ALDERMAN JOHN BOONE

Mayor Porto stated that Mr. John Boone had been designated as "Layman Leader of the Year" by his church.

PUBLIC HEARING/CONDITIONAL USE PERMIT REQUEST/WOODBRIDGE APARTMENTS II

Charter Properties, Inc. has applied for a conditional use permit which would allow construction of 230 apartments on a 21.6-acre tract located on Jones Ferry Road, west of and adjacent to the existing Woodbridge Apartments. The tract is identified as Tax Map 116, Lot 5 and part of Lot 6 and is zoned Residential-3.

Greg Shepard, Zoning Administrator, was sworn in. Mr. Shepard presented the site plan for the project and stated that the plans, as proposed, do not comply with Section 15-198(d) as amended 3/26/85, which requires residential development to designate as "open space" an area with an average perpendicular distance of sixty feet from the edge of the Floodway boundary. However, Mr. Shepard stated that the developer had formally requested an exemption from this requirement as provided in Section 15-128. Mr. Shepard stated that the Board could issue the conditional use permit if it found that the applicant had in good faith made substantial expenditures or incurred substantial binding obligations in reasonable reliance on the land use law that existed prior to the ordinance amendment. Mr. Shepard presented a letter from Charter Properties (a copy of which can be found in the Town Clerk's file of this meeting) stating that the developer had made substantial expenditures and incurred substantial binding obligations prior to the ordinance amendment with the belief that they would be able to develop this property with an interior site design of a quality at least equal to or better than the first phase of the Woodbridge Apartment development. The letter pointed out the expenditures incurred for land costs, soil borings, architectural fees, planning services, surveys, and legal expenses.

Mr. Shepard stated that the application, as submitted, was incomplete. Mr. Shepard stated that the following revisions were necessary to complete the application: Secondary access would need to be provided at the parking area immediately south of Building 2 and S.R. 1937 should be extended to connect at that point. Mr. Shepard stated that the administration was recommending denial of the permit because of this.

Mr. Shepard stated that the administration would be recommending the following conditions when the application was complete:

1) That the proposed bus shelter as shown on the off-site road improvements plan shall be constructed to governing specifications and relocated such that a bus pull-off area can be designed and constructed to serve the shelter. Construction of the bus shelter will be required at the time of bus service to the development, and construction of the bus pull-off will be required no later than the completion of the S.R. 1937 extension to serve property identified as Tax Map 116, Lot 6.

2) That a four-foot concrete sidewalk to town specifications shall be constructed along the property frontage along the improved portion of S.R. 1937.

3) That the proposed roadway improvements along the section of S.R. 1937 north of the project entrance shall be 30 feet from the curb face on the east side of the pavement edge and south of the project entrance shall be 22 feet from the curb face on the east side of the pavement edge.

4) That the developer petition for voluntary annexation of Phases 1-7 prior to issuance of certificates of occupancy for Phase 7 (Building 16), and of Phases 8-19 prior to issuance of certificates of occupancy for Phase 19 (Building 4).

5) That a detailed site landscape plan shall be submitted and approved by the staff with courtesy review by the Appearance Commission prior to the issuance of any certificates of occupancy.

6) That a plat shall be prepared and recorded providing additional right-of-way to the town as indicated on the proposed development plans prior to issuance of any certificates of occupancy.

7) That the road widening and realignment proposed for the west side of S.R. 1937 will be subject to right-of-way acquisition from the property of Tax Map 116, Lot 4.

8) Fire hydrants shall be installed and in working condition, subject to OWASA approval, prior to the framing of any building with each phase.

9) That the addressing system shall be in such a manner so as not to duplicate the system for Woodbridge I.

10) Building identification shall be of reflective type material and visible from vehicle parking areas.

11) Provide certification from the University of North Carolina that Charter Properties has title to the additional 35 feet of right-of-way along the west side of the property beginning at the edge of the existing S.R. 1937 and running south to the southern property line. That a plat shall be prepared and recorded providing additional right-of-way to the Town of Carrboro as part of the requirement for Condition #6, and that the plat be recorded prior to issuance of any certificates of occupancy.

12) That the proposed bicycle and pedestrian easement along Tom's Creek shall be indicated on a plat to be recorded prior to issuance of any certificate of occupancy. That the proposed 6-foot wide jogging trail and cart path shall be extended for the entire length of said easement.

13) That the existing power poles along the western boundary of the property shall be relocated where necessary for construction of any of the road improvements for extension of S.R. 1937.

14) That S.R. 1937 shall be extended for a distance of 480 feet south of the end as indicated on the proposed development plans and that the graded cross-section shall be for the ultimate 41-foot road width and the finished roadway cross-section shall be as specified in Condition #3. This will bring the end of S.R. 1937 to the parking area immediately south of Building 2 where it will be connected to provide a second point of access for the development.

15) That road improvements along Jones Ferry Road and S.R. 1937 from its intersection with Jones Ferry Road to the project entrance shall be completed prior to issuance of certificates of occupancy for Phase 7 (Building 16), and road improvements along S.R. 1937 south of the project entrance shall be completed prior to issuance of certificates of occupancy for Phase 17 (Building 12).

Mr. Shepard stated that the Appearance Commission was recommending approval of the conditional use permit with the staff recommendations.

Diana Woolley, Chair of the Planning Board, was sworn in. Ms. Woolley stated that the Planning Board was recommending approval of the permit with staff conditions 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 to read: "That the proposed bicycle and pedestrian easement along Tom's Creek shall be indicated on a plat to be recorded prior to issuance of any certificates of occupancy. That the proposed 6-foot wide jogging trail and cart path shall be extended for the entire length of said easement at the completion of the final phase of the project." 13, and 15.

Frances Shetley, Chair of the Transportation Advisory Board, was sworn in. Ms. Shetley stated that the Transportation Advisory Board was recommending approval of the conditional use permit with the staff recommendations.

Dean DeVillers and Tom Hunter, representing Charter Properties, were sworn. Mr. DeVillers stated that it was Charter Properties' goal to produce apartments of the highest quality and overall best design possible. Mr. DeVillers stated that Woodbridge II will be done by the same development team, including the same architect and land planners utilized in Woodbridge I. The plans, specifications, and elevations for Phase II will be identical to Phase I except for added tenant features. Mr. DeVillers stated that only 32% of the site will be improved, leaving 68% natural area.

Mr. DeVillers stated that Charter Properties was requesting an exemption from the 60' setback requirement as provided in Section 15-198(d) of the land use ordinance. Mr. DeVillers stated that they had provided written evidence to Greg Shepard showing substantial expenditures and binding obligations which were incurred prior to the enactment of this amendment. In addition, Mr. DeVillers stated that they had met the intent of the law by agreeing to provide a permanent natural area greenway easement.

Mr. DeVillers requested that Charter Properties not be required to put in the 480' of additional roadway south of their existing entrance due to the fact that they did not know what the cut, fill and grading costs would be for this additional roadway.

Mr. DeVillers requested that the staff's condition concerning installation of fire hydrants before framing of buildings be rewritten due to the fact that OWASA will not be able to get the water run from the current location in front of Phase I of Woodbridge up Jones Ferry Road to its intersection with S.R. 1937 prior to their beginning construction.

Mr. DeVillers requested that the staff's condition concerning obtaining the additional 35' of right-of-way from the University be rewritten to state that Charter will have title to the right-of-way along the west side of the property.

Mr. DeVillers requested that the staff's condition concerning the proposed bicycle/pedestrian easement Tom's Creek be reworded as recommended by the Planning Board. In addition, Mr. DeVillers requested that they not be required to install the four-foot sidewalk along the improved portion of S.R. 1937, requested clarification of Condition #7, requested clarification of Condition #14, and expressed concern about Condition #15.

Tom Hunter requested that the staff's condition regarding the jogging trail be amended to include language that would prevent nonresidents of this development from coming onto their property to use this jogging trail since this trail does not connect with other property. In addition, Mr. Hunter requested that they not be required to extend S.R. 1937 for an additional 480 feet as proposed by the staff.

Robin Dorf, representing Wells Management Group, was sworn in. Mr. Dorf requested that the Board consider the effects this project will have on adjoining properties in granting this conditional use permit.

Robert Swiger, Fire Chief, was sworn in. Chief Swiger stated that it was his opinion that the second point of access proposed by the town staff was needed.

Mr. DeVillers proposed that the construction road be retained as an emergency access after construction is completed with ballards installed to prohibit access. This access could serve as the second point of access. Mr. DeVillers also offered \$10,000 towards the extension of S.R. 1937 if these funds are available.

Jim Dunlop, the town's transportation planner, was sworn in. Mr. Dunlop stated that the only time a road has to be a 3% grade is on an interstate. Mr. Dunlop also stated that a gravel road would not be suitable with a grade of 6% to 8% and that is why the town staff was recommending that the access road be paved.

MOTION WAS MADE BY HILLIARD CALDWELL AND SECONDED BY JOHN BOONE THAT THE PUBLIC HEARING BE CLOSED. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY JOHN BOONE AND SECONDED BY HILLIARD CALDWELL THAT, YES, THE APPLICATION IS COMPLETE. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY JOHN BOONE AND SECONDED BY HILLIARD CALDWELL THAT, YES, THE APPLICATION COMPLIES WITH ALL APPLICABLE REQUIREMENTS OF THE LAND USE ORDINANCE. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY JOHN BOONE AND SECONDED BY HILLIARD CALDWELL THAT THE APPLICATION BE GRANTED, SUBJECT TO THE FOLLOWING CONDITIONS:

- 1) The applicant shall complete the development strictly in accordance with the plans submitted to and approved by this Board, a copy of which is filed in the Carrboro Town Hal. Any deviations from or changes in these plans must be pointed out specifically to the administrator in writing and specific written approval obtained as provided in Section 15-64 of the Land Use Ordinance.

- 2) If any of the conditions affixed hereto or any part thereof shall be held invalid or void, then this permit shall be void and of no effect.

- 3) That the proposed bus shelter as shown on the off-site road improvements plan shall be constructed to governing specifications and relocated such that a bus pull-off area can be designed and constructed to serve the shelter. Con-

struction of the bus shelter will be required at the time of bus service to the development, and construction of the bus pull-off will be required no later than the completion of the S.R. 1937 extension to serve property identified as Tax Map 116, Lot 6.

4) That a four-foot concrete sidewalk to town specifications shall be constructed along the property frontage along the improved portion of S.R. 1937.

5) That the proposed roadway improvements along the section of S.R. 1937 north of the project entrance shall be 30 feet from the curb face on the east side of the pavement edge and south of the project entrance shall be 22 feet from the curb face on the east side of the pavement edge.

6) That the developer petition for voluntary annexation of Phases 1-7 prior to issuance of certificates of occupancy for Phase 7 (Building 16), and of Phases 8-19 prior to issuance of certificates of occupancy for Phase 19 (Building 4).

7) That a detailed site landscape plan shall be submitted and approved by the staff with courtesy review by the Appearance Commission prior to the issuance of any certificates of occupancy.

8) That a plat shall be prepared and recorded providing additional right-of-way to the town as indicated on the proposed development plans prior to issuance of any certificates of occupancy.

9) That the road widening and realignment proposed for the west side of S.R. 1937 will be subject to right-of-way acquisition from the property of Tax Map 116, Lot 4.

10) That the first fire hydrant be installed and in working condition, subject to OWASA approval, prior to the issuance of certificates of occupancy for Phase 1. That additional fire hydrants be installed and in working condition, subject to OWASA approval, on a phase-by-phase basis prior to any framing within each phase.

11) That the addressing system shall be in such a manner so as not to duplicate the system for Woodbridge I.

12) Building Identification shall be of reflective type material and visible from vehicle parking areas.

13) That the proposed bicycle and pedestrian easement along Tom's Creek shall be indicated on a plat to be recorded prior to issuance of any certificate of occupancy. That the proposed 6-foot wide jogging trail and cart path be extended for the entire length of said easement when public access will be available at both ends of the jogging trail. That the developer post security satisfactory to the Town Attorney to guarantee extension of the jogging trail and cart path if not extended prior to the issuance of certificates of occupancy for Phase 19 (Building 4).

14) That the existing power poles along the western boundary of the property shall be relocated where necessary for construction of any of the road improvements for extension of S.R. 1937.

15) That S.R. 1937 shall be extended for a distance of 480 feet south of the end as indicated on the proposed development plans and the finished roadway cross section shall be as specified in Condition #3. This will bring the end of S.R. 1937 to the parking area immediately south of Building 2 where it will be connected to provide a second point of access for the development.

16) That road improvements along Jones Ferry Road and S.R. 1937 from its intersection with Jones Ferry Road to the project entrance shall be completed prior to issuance of certificates of occupancy for Phase 7 (Building 16), and road improvements along S.R. 1937 south of the project entrance

shall be completed prior to issuance of certificates of occupancy for Phase 17 (Building 12).

17) That at least two trash receptacles be placed on the building site and that the developer be required to keep the site reasonably free of trash.

VOTE: AFFIRMATIVE ALL

PUBLIC HEARING/CONDITIONAL USE PERMIT REQUEST/VILLAGE BANK

Nick Watts has applied for a conditional use permit which would allow a branch of Village Bank to be located at 503 West Main Street. The existing building at the corner of the West Main Street and Fidelity Street intersection will be repaired and remodeled to accommodate the bank use with two drive-in windows. The total square footage of the existing building is 3,100 square feet. Approximately 1,675 square feet will house the bank use and the remaining 1,425 square feet may be leased to other uses in the future. The property is zoned Business-1 and is identified as Tax Map 98, Block A, Lot 9.

Greg Shepard, Zoning Administrator, was sworn in. Mr. Shepard presented the proposed site plan. Mr. Shepard stated that the administration was recommending denial of the conditional use permit since the application does not comply with Section 15-291 (which requires a certain number of parking spaces on-site) and Section 15-298 (which requires a certain number of parking spaces provided as satellite parking with an acknowledgement that the continuing validity of the land use permit shall depend on the continuing ability to provide the required number of parking spaces). Mr. Shepard stated that the applicant has indicated that the application is as complete as is intended and therefore, as provided in Section 15-51(b), the administration placed this item on the Board of Aldermen's agenda for consideration.

Mr. Shepard stated that when the application is complete, the administration would recommend the following conditions:

1) The two drive-in windows shall be permitted with the provision that at such time that N.C. D.O.T. or the town widens West Main Street to five lanes, the outermost drive-in lane shall be eliminated, the overhead canopy modified so as not to be in the right-of-way, and an additional 10 feet of right-of-way be dedicated to the Town of Carrboro along the property's frontage along West Main Street.

2) The existing easternmost driveway connection on West Main Street shall be reduced to 15 feet in width as indicated on the staff recommendation drawing and permitted as an exit only. The driveway shall initially allow left both left and right turns; however, it shall be restricted to right turn only at such time as the average traffic on Main Street shall reach 80% of its Level D capacity. This represents 12,800 vehicles per day. The current average daily traffic is 7,360.

3) The developer shall repaint the parking install lines in the entire lot, with the provision that the two parking lanes back-to-back with centerline approximately 115 feet from the northern edge of Fidelity Street be realigned so that the stalls are oriented along a general east/west line, rather than the present north-south alignment. Striping of the entire lot should include provision for handicapped spaces, appropriately marked, to meet minimum requirements. The developer shall also make minor design changes to the proposed islands, install entrance and exit signs, paint directional arrows on the parking lot, all as indicated on the staff's proposed drawing.

4) The developer shall repave and restripe the entire vehicle accommodation area in regard to Section 15-296(d) and in the interest of public safety prior to the issuance of a certificate of occupancy for the proposed bank. However, if

the developer repairs all paved areas which, in the judgment of the Public Works Director, are in need of repair, restripes in accordance with the proposed staff recommendation drawing, and repaves the area surrounding the proposed bank as shown on the submitted site plan, then the remainder of the vehicle accommodation area will be required to be repaved and restriped within a period of 12 months from the issuance of this conditional use permit.

5) Provide a fire hydrant at the corner of Fidelity Street and West Main Street.

Robert Swiger, Fire Chief, was sworn in. Chief Swiger that an additional fire hydrant is being recommended by the staff due to accessibility. Chief Swiger further stated that a fire hydrant costs approximately \$1,200 to \$1,500.

Steve Oglesbee, Vice-Chair of the Transportation Advisory Board, was sworn in. Mr. Oglesbee stated that the Transportation Advisory Board was requesting that this matter be postponed because: 1) the developer has stated that the plans given to the TAB were not the ones he intended to follow; and 2) the parking requirements for the site have not been met and the conditional use permit request should not be considered until such time that the Town Attorney reviews the lease and easement agreements for the properties and the Town Attorney provides a written opinion as to the legality of the staff's recommendation.

Roy Williford, Planning Director, was sworn in. Mr. Williford stated that the Planning Board was offering no recommendations until the staff's recommendation concerning combination of Lots 6, 6A and 9 was cleared up.

Tommy Watts, representing Nick Watts, was sworn in. Mr. Watts stated that the parking lot around the proposed bank will be paved. Mr. Watts requested relief from the staff's recommendation concerning installation of a fire hydrant. In addition, Mr. Watts stated that if he is not allowed to have the two drive-in windows, the bank will not want to lease his property.

Jim Dunlop, the town's transportation planner, was sworn in. Mr. Dunlop stated that Mr. Watts would be allowed to retain one of the drive-in windows even after the necessary right-of-way for Main Street widening is dedicated to the town. Mr. Dunlop presented a letter from the N.C.D.O.T. (a copy of this is located in the Town Clerk's file of this meeting) reference this project. The letter stated that N.C.D.O.T. concurred with the staff's recommendations reference the internal channelization of the shopping center with contains this proposed project. The letter further stated that the staff's plan to allow only egress movements from the proposed bank site may be very difficult to control without centerline channelization on West Main Street and that D.O.T. would not recommend this location to be granted. In addition, the letter stated that the building should be reoriented so the drive-thru service would be along either the west or south side, which would allow for the maximum on-site vehicle storage.

MOTION WAS MADE BY DOUG ANDERSON THAT THE PUBLIC HEARING BE CLOSED. MOTION DIED FOR THE LACK OF A SECOND.

MOTION WAS MADE BY JOHN BOONE AND SECONDED BY ZONA NORWOOD THAT THIS PUBLIC HEARING BE CONTINUED ON NOVEMBER 12, 1985. VOTE: AFFIRMATIVE FOUR, NEGATIVE ONE (ANDERSON)

FINAL PLAT APPROVAL/CANTERBURY TOWNHOUSES, PHASE III

Pineridge Development Corporation has applied for final plat approval for Phase III of the Canterbury Townhouses located southwest of the Highway 54 Bypass and Smith Level Road intersection, directly across from Royal Park Apartments. A conditional use permit for a 112-unit townhouse development was granted by the Board of Aldermen on January 24, 1984.

Greg Shepard, Zoning Administrator, stated that the administration was recommending approval of the final plat with no additional conditions.

MOTION WAS MADE BY JOHN BOONE AND SECONDED BY DOUG ANDERSON THAT THE FINAL PLAT BE APPROVED. VOTE: AFFIRMATIVE ALL

REQUEST FOR EXTENSION OF CONDITIONAL USE PERMIT EXPIRATION DATE/BOLIN FOREST SUBDIVISION

Greg Shepard, Zoning Administrator, stated that Bolin Forest Associates was requesting the Board of Aldermen to extend, for a period of one year, the date when the Bolin Forest Subdivision conditional use permit is scheduled to expire. Mr. Shepard stated that the administration has determined that the conditional use permit will expire on October 22, 1985.

Mr. Shepard stated that as provided by Section 15-62(c) of the Carrboro Land Use Ordinance, the Board of Aldermen can extend for a period of up to one year the date when a permit would otherwise expire, if it concludes that: 1) the permit has not yet expired; 2) the permit recipient has proceeded with due diligence and in good faith; and 3) conditions have not changed so substantially as to warrant a new application. Mr. Shepard stated that in regard to these three findings, the staff offered the following comments: 1) the permit has not expired and will not expire until October 22, 1985; 2) in consideration of a developer's due diligence and good faith in proceeding on a project, one must consider performance in regard to that which is intended by and provided in the Land Use Ordinance. Mr. Shepard stated that Section 15-62(b) of the Land Use Ordinance states that once physical alteration to land begins to occur and if this type of work is discontinued for one year, then the permit shall expire. Within the past two weeks, the only physical alternation to land in Phase II of Bolin Forest, which has occurred for the past 51 weeks, has been the clearing of approximately 20,000 square feet of right-of-way.

In addition, Mr. Shepard stated that conditions have changed substantially which would warrant a new application. With all of the anticipated, approved or constructed development to the north and west of Bolin Forest Subdivision, the present roads as shown on the approved preliminary plat are not specified to meet all of the current road classifications and specifications. In addition, the town staff, advisory boards and Board of Aldermen have been considering a collector or connector roads plan for the northern area and have adopted a policy for this plan which would warrant a new application to provide for this type of road either in present alignment or altered alignment through the Bolin Forest Subdivision.

Mr. Shepard stated that the administration was recommending denial of the request for extension of the conditional use permit for Bolin Forest Subdivision for the reasons stated above.

Norman Block, part-owner of Bolin Forest, requested the Board's consideration in granting the one-year extension of the conditional use permit.

Bob Anderson, part-owner of Bolin Forest, presented a map prepared in 1978 showing the phasing of Bolin Forest and stated that development thus far has been in accordance with this map. Mr. Anderson stated that they had chosen not to do further grading until it was definite where the connector road would be located. Mr. Anderson stated that he was not in favor of the connector road making a straight shot through Bolin Forest.

Steve Oglesbee stated that the Transportation Advisory Board was holding a public hearing on the connector roads plan on October 17, 1985 and stated that the TAB should be making a

recommendation on where the northern connector road should run.

MOTION WAS MADE BY HILLIARD CALDWELL AND SECONDED BY JOHN BOONE THAT THE EXPIRATION DATE FOR THE BOLIN FOREST CONDITIONAL USE PERMIT BE EXTENDED FOR ONE YEAR. VOTE: AFFIRMATIVE FOUR, NEGATIVE ONE (ANDERSON)

RESOLUTION ACCEPTING THE OFFER OF DEDICATION OF A PORTION OF QUAIL ROOST DRIVE

Mike Brough presented a resolution accepting the offer of dedication of that portion Quail Roost Drive that extends from its intersection with Lisa Drive to its western terminus. Mr. Brough stated that there is a platted street there, that plat creates an offer of dedication that has never been accepted by the town, and the street has not been opened. Mr. Lloyd owns a lot that is at the end of this portion of Quail Roost Drive and needs this for access to the open street.

The following resolution was introduced by Alderman John Boone and duly seconded by Alderman Hilliard Caldwell.

A RESOLUTION ACCEPTING THE OFFER
OF DEDICATION OF THAT PORTION OF QUAIL ROOST DRIVE
THAT EXTENDS FROM ITS INTERSECTION WITH LISA DRIVE
TO ITS WESTERN TERMINUS AS SHOWN ON THE
PLAT RECORDED IN PLAT BOOK 16, PAGE 90 OF
THE ORANGE COUNTY REGISTRY
Resolution No. 18/85-86

Section 1. The offer of dedication of that portion of Quail Roost Drive from the intersection of Lisa Drive to its western terminus created by the recording of a plat of Section Two of the R.S. Lloyd Subdivision at Plat Book 16, Page 90 of the Orange County Registry is hereby accepted.

Section 2. The Board expresses its intention that the above-described portion of Quail Roost Drive shall not be opened and improved until such time as the property line to the west is developed and Quail Roost Drive is needed to provide public access to that property. However, the Board hereby authorizes the owners of properties bordering the above-described portion of Quail Roost Drive who need this right-of-way to provide access from their properties to the intersection of Lisa Drive and Quail Roost Drive to open and improve a driveway within the right-of-way to provide such access.

Section 3. This resolution shall become effective upon adoption.

The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 15th day of October, 1985:

Ayes: John Boone, Hilliard Caldwell, Jim White, Zona Norwood, Doug Anderson

Noes: None

Absent or Excused: Joyce Garrett

There being no further business, the meeting was adjourned.

Sarah C. Williamson
Town Clerk

J. R. [Signature]
Mayor