

TOWN OF LAKE LURE • P. O. BOX 255 • LAKE LURE, N.C. 28746
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**MINUTES OF THE REGULAR TOWN COUNCIL MEETING HELD
TUESDAY, OCTOBER 26, 1993 AT THE LAKE LURE COMMUNITY
CENTER AT 7:30 P.M.**

PRESENT: Mayor Priscilla Doyle
Commissioner Bill Bush
Commissioner Jack Donovan
Commissioner Alex Karr
Commissioner Max Lehner

Thomas M. Hord, Town Manager
J. Christopher Callahan, Attorney

ABSENT: N/A

CALL TO ORDER

Mayor Doyle called the meeting to order at approximately 7:30 p.m.

INVOCATION

Tom Hord, Town Manager, gave the invocation.

APPROVAL OF MINUTES

Council was presented with copies of the minutes of the Tuesday,

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September 28, 1993 Regular Council Meeting and the minutes of the Tuesday, October 12, 1993 Regular Council Workshop. Mayor Doyle pointed out that the minutes of the October 12, 1993 Council Workshop reflected the Town Attorney as being present when he was not.

Commissioner Bush moved, seconded by Commissioner Lehner, to approve the minutes of the Tuesday, September 28, 1993 Regular Council Meeting as written and to approve the minutes of the Tuesday, October 12, 1993 Regular Workshop Meeting with the correction showing that the Town Attorney was not present. The vote of approval was unanimous.

AUDIENCE OF CITIZENS

Jack Powell, resident of Lake Lure and member of the Lake Advisory Committee spoke regarding negative attitudes in which he felt exist in the Community.

**CONSIDER REQUEST BY ALLEN CASTORR,
OWNER OF CRACKER'S OYSTER BAR AND PUB,
TO IMPROVE MEMORIAL PARK ADJACENT TO
THE OYSTER BAR BY INSTALLING HORSE SHOE PIT**

Allen Castorr, owner of Cracker's Oyster Bar and Pub, requested permission from Council to install a horse shoe pit on Town owned property, adjacent to Cracker's Oyster Bar and Pub, referred to as Memorial Park.

Commissioner Bush moved, seconded by Commissioner Donovan, to grant approval to allow the horse shoe pit to be installed with the Town Manager working in conjunction with the Town Attorney on implementation. The Town will provide the necessary materials to construct the horse shoe pit and Mr. Castorr stated that the labor will be provided free of charge by the individuals requesting the construction. Therefore, the vote of approval was unanimous.

DRAFT OF LAKE LURE STREET ACCEPTANCE POLICY

Council discussed the draft of the Lake Lure Street Acceptance which was presented at the September 28, 1993 Regular Council Meeting for review.

Commissioner Lehner moved, seconded by Commissioner Donovan, to approve the Street Acceptance Policy as modified. The vote of approval was unanimous. (Copy of Street Acceptance Policy attached).

**APPROVE WATER SYSTEM MASTER PLAN STUDY
CONTRACT WITH MCGILL ASSOCIATES, PA
CONSULTING ENGINEERS**

Council discussed approval of a water system master plan study contract with McGill Associates, PA. It was the consensus of Council to include in the contract a schedule with time limits included.

Commissioner Lehner moved, seconded by Commissioner Donovan, to instruct the Town Manager to make the necessary modifications and proceed with approval of the water system master plan study contract with McGill Associates. The vote of approval was unanimous.

**RESOLUTION CONCERNING ALARM AT THE
CRIMINAL JUSTICE SYSTEM IN NORTH CAROLINA**

Commissioner Bush moved, seconded by Commissioner Lehner, to approve the Resolution regarding the Criminal Justice System in North Carolina. The vote of approval was unanimous. The resolution reads as follows:

RESOLUTION

WHEREAS, our society, including the criminal justice system, experienced great changes during the past two decades; and,

WHEREAS, the Town of Lake Lure, North Carolina is very concerned that the criminal justice system in North Carolina has not been able to keep up with societal changes; and,

WHEREAS, our Community is outraged and vitally concerned about the following conditions in our state criminal justice system:

- 1. Criminals in prison for manslaughter serve only an average of two years.*
- 2. Criminals in prison for breaking and entering serve only 20% of their time.*
- 3. Felons average less than one year in prison.*
- 4. In 1992, the State granted early releases to 13,422 felons including 88 murderers, 37 rapists, and 171 criminals that had inflicted other violent crimes;; and,*

NOW THEREFORE BE IT RESOLVED BY THE LAKE LURE TOWN COUNCIL OF LAKE LURE, NORTH CAROLINA, WITH A MAJORITY VOTING IN THE AFFIRMATIVE THAT:

- 1. The elected leaders of North Carolina be encouraged to do everything reasonable and proper to remove habitual felons from the streets of our communities; prisoners be required to work and earn their keep, and to make prisons punishment.*
- 2. A copy of this resolution be sent to our Governor and area State Legislators to show our concern for these*

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issues and to recommend a special session of the Legislature to study potential solutions to these problems.

ATTEST:

Mayor Priscilla Doyle

Anita H. Taylor, CMC

REPORT FROM LAKE LURE ABC BOARD

Council was presented with a letter, financial statement, and check in the amount of \$11,070.77 to the Town of Lake Lure and a check in the amount of \$189.54 to the Lake Lure Law Enforcement for fiscal year ending June 30, 1993. The money is the past year's receipts due or paid to the Town of Lake Lure. (Copy of letter attached).

**PRELIMINARY AND FINAL APPROVAL
OF STANIER SUBDIVISION**

Jack and Robin Stanier submitted to the Zoning and Planning Board a plat to subdivide the Lodge on Lake Lure tract so that a second principal building (a residence) may be placed on the property.

The Zoning and Planning Board reviewed the preliminary plat for this minor subdivision. The plat which was presented to the Board was incomplete and the survey incorrect. However, the Zoning and Planning Board recommended conditional approval of the preliminary plat based on its being completed and corrected so that an accurate plat could be presented to the Town Council for both preliminary and final plat consideration.

The preceding plat was deficient in that it did not show the boundary of the whole Lodge on Lake Lure tract with bearings and distance. Also, one portion of the survey was incorrect, showing property on the eastern side of Charlotte Drive. These items have been corrected on the plat which now comes

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before the Council. (Completed checklists for the preliminary and final plat attached).

In summary, the Zoning and Planning Board recommended conditional approval of the preliminary plat for the Stanier Subdivision based on corrections to the plat, and the zoning office asserts that these corrections have been made. The plat is now forwarded to Council for them to consider both preliminary plat approval and final approval of this minor subdivision.

Commissioner Bush moved, seconded by Commissioner Lehner, to grant preliminary and final approval of the subdivision as presented and recommended by the Zoning and Planning Board. The vote of approval was unanimous.

Mayor Doyle requested a five minute recess.

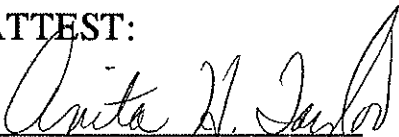
**PRESENTATION OF CLASSIFICATION AND COMPENSATION
PLAN AS PREPARED BY NORTH CAROLINA
LEAGUE OF MUNICIPALITIES**


Bob Crowder, Membership Services Consultant for the North Carolina League of Municipalities, presented Council with a proposed Pay and Classification Plan and Recommended Personnel Policy for their review which was created under contract for the Town.

Mr. Crowder gave a summary of his findings and recommendations. However, Mr. Crowder recommended that Council review the proposed plan before taking action. Therefore, this item was tabled until a later date.

With no further items of discussion, Commissioner Karr moved, seconded by Commissioner Bush, to adjourn. The vote of approval was unanimous.

ATTEST:


Anita H. Taylor, CMC


Mayor Priscilla Doyle

DRAFT

TOWN OF LAKE LURE STREET ACCEPTANCE POLICY

Whereas, the Town of Lake Lure is concerned for the health, safety and welfare of the traveling public using roads in the Town; and,

Whereas, the Town of Lake Lure is dedicated to having the most logical and safe extensions of public roads throughout the Town; and,

Whereas, the Town of Lake Lure also notes that private roads cannot always be served by Town maintenance vehicles, rescue squads, fire trucks and other emergency vehicles; and,

Now, therefore the Town of Lake Lure Town Council with a majority of the Councilmen voting in the affirmative, hereby and herewith adopts as a policy the following standards and procedures to be used in reviewing requests for accepting roads into the Town maintained street system:

ROAD STANDARDS

Travelway

The travelway must be surfaced and compacted with a material acceptable to the Town of Lake Lure to a required width of sixteen feet. A crown should be built into the travelway so that water will drain from the road surface into the side ditch. The crown should not be so great as to cause vehicles to slide off the travelway when ice or snow is on the road.

Generally the road and shoulder should be crowned as shown in the specifications sheet so that runoff will drain to the ditches on both sides of the road. However, in some situations it may be desirable not to crown the road but to have the travelway sloped to a single ditch. [REDACTED] This is applicable in three situations: (1) where it is necessary to cut down on the length of a ditch in order to reduce the erosion potential by decreasing the volume of runoff, (2) where it is difficult to construct ditches due to rock, or

(3) to provide for superelevation (or) in curves. Such a single slope should always drain toward the inside of a curve. The crown slope of the road and shoulder should be approximately 1/2 to 1 inch per foot.

Surface Materials

Roads that are being dedicated as public streets must be paved to meet the pavement design standards as set forth in the Lake Lure Subdivision Regulations.

Fill Material

Where filling is necessary to raise the roadbed, cross watercourses or fill stumpholes, it shall be done with suitable material that is free of roots or other organic matter. The fill should be firmly compacted to reduce settlement that will cause ruts or holes in the finished road.

Two-Way Traffic

Public roads shall provide for two-way traffic in order to prevent conflict of vehicles meeting head-on. Two-way traffic shall be provided by widening the travelway to at least 16 feet to allow vehicles to pass or to pull over and stop while another vehicle passes.

Medians may be permitted between travel lanes when it is demonstrated that such design is desirable for the preservation of natural resources, or that excessive cut and fill would be required to construct a roadway to the standard width.

Grade

The grade of the road should not exceed 12 percent because of the difficulty of operating vehicles on such a steep road and the high potential for erosion of the travelway and ditches. Where possible, the road should be constructed along the contour of the land to avoid steep grades.

Drainage

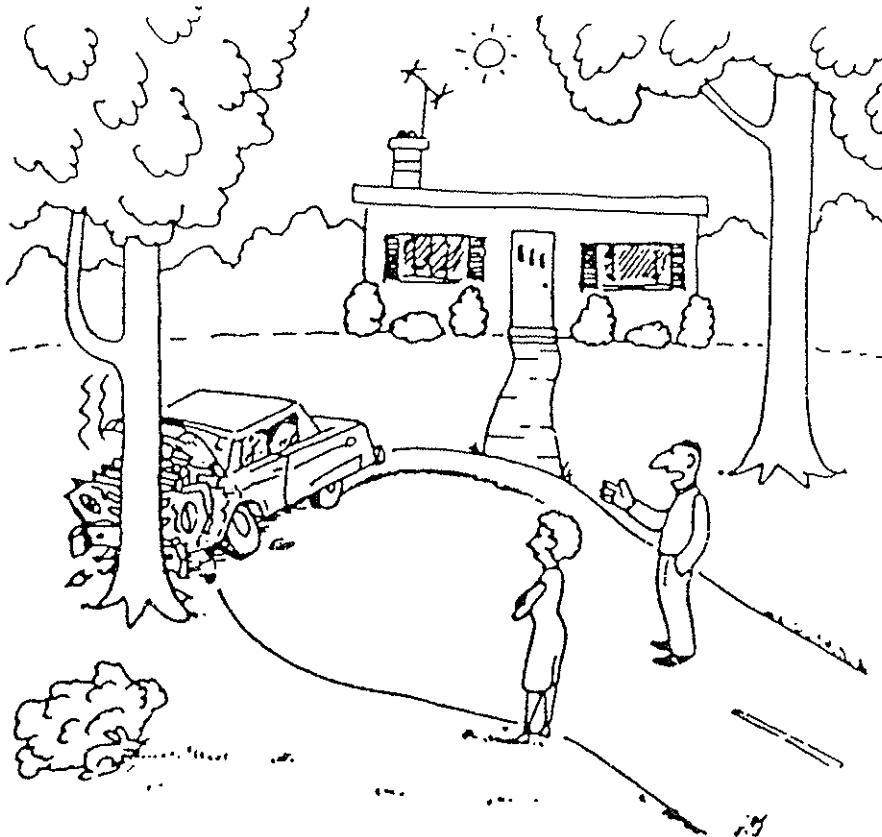
Ditches shall be constructed to provide drainage from the road and adjacent areas. The ditches shall be built with sufficient depth and width to carry the expected volume of water. The side slopes shall be graded so that they can be stabilized and to prevent vehicles from becoming stuck if they slide into the ditch.

Turn-Arounds

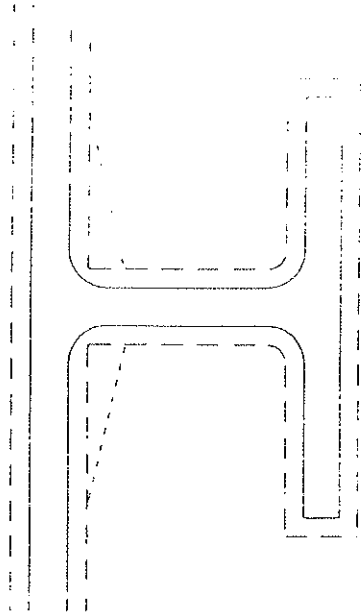
Vehicle turn-around areas shall be provided at the end of all dead-end roads. Illustration number one shows typical turn-around designs.

Right-of-Way

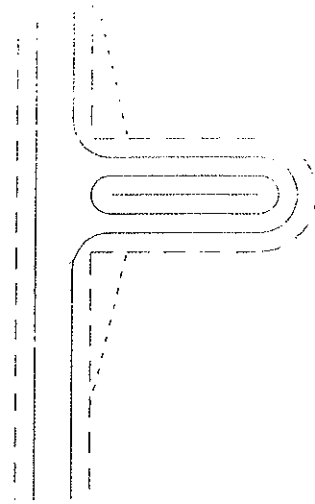
The right-of-way for all roads to be accepted into the Town maintained street system shall be a minimum of 30 feet. This minimum required right-of-way would provide for two eight foot travelways, two three foot shoulders and two four foot drainage areas.



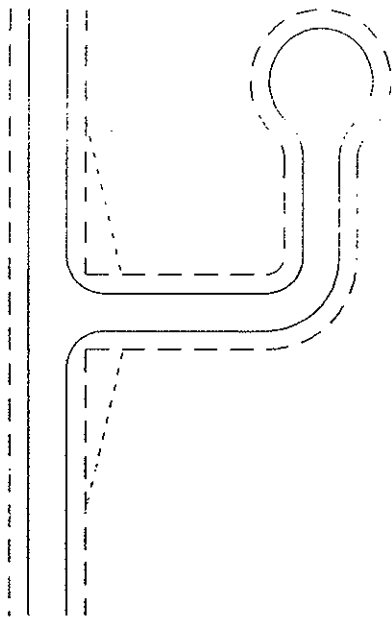
"I GUESS THE SUBDIVISION REGULATIONS DIDN'T CALL FOR A WIDE ENOUGH CUL-DE-SAC."



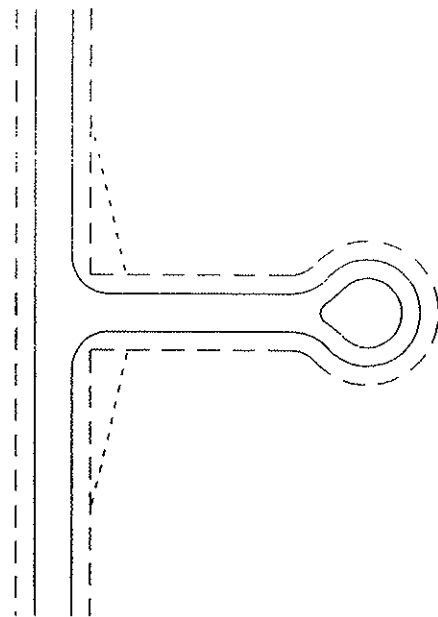
"T" CUL-DE-SAC



"LOOP" ROAD



"L" CUL-DE-SAC



CUL-DE-SAC WITH INTERIOR ISLAND

FIGURE

EXAMPLES OF
RESIDENTIAL CUL-DE-SAC DESIGNS

Street Name Signs + STOP SIGNS.

The road name shall be verified with an official of the planning and zoning department to insure that the proposed name does not duplicate an existing name. The road sign must have one blade showing the name of the road proposed for acceptance and one blade showing the name of the existing intersecting road.

Certification of Construction

A professional engineer or registered land surveyor must certify in writing to the Town of Lake Lure that a private road, either existing, upgraded, or newly constructed, meets the standards as set forth in this ordinance. The following must be inspected and certified:

1. The travelway is within the platted right-of-way;
2. The proper material has been used in the travelway and it is built to the required width and thickness;
3. The shoulders are the correct width.
4. The road is on the proper grade;
5. Ditches are in place where necessary to provide adequate drainage;
6. Needed storm pipes of proper size, materials and construction are in place and energy dissipators installed;
7. All disturbed areas are properly stabilized;
8. The required road sign is in place;
9. An adequate turn-around is in place at the end of the road;

10. Proper sight distance and construction at the intersection with a public road.

PROCEDURES

1. A petition must be filed with the Town Manager requesting the Town Council to consider accepting the road into the Town street system.
2. Petition should contain all property owners that either abut or access the road.
3. Petition should be accompanied by a certified map showing road widths, lengths, and property lines. A certified map is a map prepared under the supervision of either a licensed surveyor or engineer and containing the signature of said surveyor or engineer.
4. If applicable, a developer or property owner having legal rights on a private road must show legal authority to dedicate the road to the Town.
5. The Town Manager should review petition, maps, and all accompanying materials for accuracy and present them to Town Council for consideration at their next regularly scheduled meeting at least fifteen days after the filing of the petition.
6. The Town Council may accept, accept with modifications and/or improvements, or reject the request for any reason deemed sufficient to Town Council.