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Prepared by the Town of Chapel Hill

Planning Department

CAROLINA NORTH PLANNING PROCESS

SUMMARY OF KEY INTERESTS BY CATEGORY

This document seeks to provide a summary of the comments/questions that have been raised during the various Carolina North meetings and the Town's associated dialogue with the University. This summary begins with the Joint Town Council-UNC Board of Trustees Work Session on September 25, 2008, and continues forward through the adoption of the Development Agreement for Carolina North. **Accordingly, this document includes comments/questions from the following meetings:**

Date	Meeting
September 25, 2008	Council – Trustee Work Session
October 15, 2008	Council Meeting
October 22, 2008	Council – Trustee Work Session
November 10, 2008	Council Meeting
November 18, 2008	Council – Trustee Work Session
November 19, 2008	Public Education Session
December 3, 2008	Council – Trustee Work Session
December 8, 2008	Council Meeting
January 10, 2009	Council Work Session
January 14, 2009	Council – Trustee Work Session
January 26, 2009	Council Meeting
January 29, 2009	Public Input/Information Session
February 11, 2009	Council – Trustee Work Session
February 19, 2009	Public Input/Information Session
March 4, 2009	Public Input/Information Session
March 11, 2009	Council – Trustee Work Session
March 23, 2009	Council Meeting
April 1, 2009	Public Input/Information Session (Note: Written comments are included with April 16th Public Input/Info Session)
April 8, 2009	Council Work Session
April 15, 2009	Council Meeting
April 16, 2009	Public Input/Information Session (Note: Includes written comments from April 1st Public Input/Info Session)

Date	Meeting
April 22, 2009	Council-Trustee Work Session
May 7, 2009	TIA Public Information Session
May 11, 2009	Town Council Public Hearing
May 21, 2009	Council-Trustee Work Session
June 8, 2009	Council Meeting/Work Session
June 11, 2009	Public Input/Information Session
June 15, 2009	Town Council Public Hearing
June 16, 2009	Council-Trustee Work Session
June 22, 2009	Council Meeting

This summary also includes all of the emails that have been received at the carolinanorth@townofchapelhill.org email address from the initial Joint Town Council-UNC Board of Trustees Work Session on September 25, 2008, through the adoption of the Development Agreement by the Town Council on June 22, 2009.

Background

On June 25, 2008, the Chapel Hill Town Council adopted a resolution that authorized planning for a work session with the full Town Council and members of the UNC Board of Trustees, in order to better understand options for guiding development at Carolina North. The initial joint work session occurred on September 25, 2008, and initiated an ongoing planning process with regular meetings.

The Town Council and Board of Trustees continued their dialogue regarding planning for Carolina North and their discussions covered policies on several major topics during the fall of 2008 and the spring of 2009. The nine-month dialogue, which included extensive opportunities for community feedback, culminated in a Development Agreement that was approved by the Chapel Hill Town Council on June 22, 2009, and was approved by the UNC-Chapel Hill Board of Trustees on June 25, 2009.

How to Use This Document

During the course of the Carolina North planning process, there have been multiple comments/questions regarding a broad range of key interests. In order to better understand these key interests, we have organized them according to subject and/or category. In particular, we have identified issues as either being general and process-related, or as being specifically related to categories or subjects that will need to be discussed and addressed as part of finalizing a Development Agreement. Accordingly, this document separates issues into the following two groups: (1) Key Interests Regarding the Development Agreement, and (2) Key Interests by Category.

The comments/questions associated with the "Key Interests Regarding the Development Agreement" group are divided into the following three (3) sub-groups for organizational purposes:

A) Development Agreement – General;
B) Review Process, Schedule & Resources; and
C) Communication.

The comments/questions associated with the "Key Interests by Category" group have been divided into a list of 28 categories that was originally generated by interests expressed in the January 28, 2004 Horace Williams Citizen Committee Report and the January 2007 UNC Leadership Advisory Committee, and has subsequently evolved during the ongoing dialogue regarding a Development Agreement for Carolina North. These categories are as follows:

1) Scale of Development Approved;
2) Uses Permitted;
3) Mix of Uses;
4) Housing;
5) Preservation of Open Space and Natural Areas;
6 & 7) Stormwater Management and Utility;
8) Transportation: Transit, Parking, Streets, Sidewalks;
9) Fiscal Impacts;
10) Energy Conservation and Carbon Credits;
11) Water Use, Reuse, and Reclamation;
12) Design Standards and Public Art;
13) Police, Fire, and EMS Services and Facilities;
14) Public Schools;
15) Recreation Facilities;
16) Greenways;
17) Historic and Cultural Features;
18) Solid Waste Management;
19) Landfill Remediation;
20) Stream Buffers;
21) Trees & Landscaping;
22) Sedimentation;
23) Neighboring Lands, Compatibility, Buffers;
24) Noise;
25) Lighting;
26) Existing Conditions;
27) Annual Report; and
28) Schedule of Triggers and Thresholds for Actions.

We have also added an "Other" category for questions/comments that do not fit in one of the above categories.

As previously noted, the following pages include all comments/questions received from the following meeting dates: September 25, 2008, October 15, 2008, October 22, 2008, November 10, 2008, November 18, 2008, November 19, 2008, December 3, 2008, December 8, 2008, January 10, 2009, January 14, 2009, January 26, 2009, January 29, 2009, February 11, 2009, February 19, 2009, March 4, 2009, March 11, 2009, March 23, 2009, April 1, 2009, April 8, 2009, April 15, 2009, April 16, 2009, April 22, 2009, May 7, 2009, May 11, 2009, May 21, 2009, June 8, 2009, June 11, 2009, June 15, 2009, June 16, 2009, and June 22, 2009, in addition to all of the emails received from the carolinanorth@townofchapelhill.org email address.

In addition to being organized by meeting date, the individual comments/questions have been further organized by source (Town Council, University, Citizen or E-Mail) for ease of reference. If comments/questions for a particular category were not received at a meeting, then that meeting date is not listed under that respective category. If no comments/questions have been recorded at this time (as part of this working document) for a particular category, then it is noted that no comments have been received at this time.

Summary of Key Interests Regarding the Development Agreement

As part of the Town Council and Board of Trustees initial dialogue, many questions/comments were recorded as part of understanding the nature of a Development Agreement (as compared to other potential regulatory tools for this type of development situation) and learning more about how this particular type of regulator tool would work. Other interests were also expressed regarding the associated review and approval process, as well as how communication would occur.

We provide the following summary of these Development Agreement-related questions/comments:

A. Development Agreement – General

Council-Trustees Work Session, September 25, 2008

Interests Raised by Council Members

- Would the approval of a LUMO Text Amendment and a Development Agreement be a legislative decision on the Council's part?
- Does a Development Agreement have to be for a 20-year term?
- Can you modify a Development Agreement prior to the end of its term?
- If a Development Agreement is modified, can the length of the agreement be extended as part of that modification?

- Can taxes permissible under North Carolina law in another county but not in Orange County (e.g. real estate transfer tax) be theoretically incorporated into a Development Agreement?
- Does the State statute give the Council the authority to bind future Councils to the Development Agreement for 20 years?
- Are revenue-related commitments subject to and thus dependent upon annual appropriations from the General Assembly?
- What if the General Assembly made some sort of change that prevented the University from being able to uphold a condition of the Development Agreement?
- Are there any other agreements that the Town can enter into that would exceed 20 years in duration for Carolina North?
- How do you address issues that extend beyond the maximum 20-year time frame associated with a Development Agreement?
- What would be the Town's best alternative to a Development Agreement, if this option was not available for Carolina North?

Interests Raised by Citizens

- The Development Agreement is an aggressive tool that gives a lot of power to the Council without requiring a lot of oversight by the public.
- What specifically constitutes compliance with the Development Agreement?

<u>Chapel Hill Town Council Meeting, October 15, 2008</u>

Interests Raised by Council Members

- Is there just one Development Agreement that gets modified over time, or are there separate Development Agreements that get approved?
- How do we deal with issues (e.g. light pollution) that might get omitted and/or overlooked in the haste to try and approve a Development Agreement by June 2009?
- How do the Town and University address areas of disagreement when trying to develop a Development Agreement?
- Can Town walk away from the Development Agreement approach after an approved Development Agreement has expired?

Interests Raised by Citizens

- Prepare a clear list of what the University will and will not agree to, so that it is clear what we have to work from.
- New zoning district for Carolina North should be developed by a Task Force instead of the Planning Board.

- For requirements that are above and beyond normal zoning law, need another Task Force involved.
- How do all of the previous planning processes fit into the current development proposal?
- What level of predictability and certainty does the Development Agreement provide in the future?
- Has the General Assembly approved any plans and/or funds for Carolina North?
- A big disadvantage of a Development Agreement is that it may only be modified if both parties agree to modify it.

Council-Trustees Work Session, October 22, 2008

Interests Raised by Council Members

- Assume that the base zoning district will be fairly simple and will primarily focus on the need for an approved Development Agreement to exist in order for development to occur?

Interests Raised by Citizens

- No time provided to work on defining and developing a base zoning district for the project.
- Recommends forming a task zone to develop new zoning district that will serve as the base zone for the Development Agreement.
- The new zoning district will be very important as it essentially provides a safety net if the Development Agreement does not work as discussed.

Council-Trustees Work Session, November 18, 2008

Interests Raised by Council Members

- All of University's presentation materials and background materials, including draft guidelines and ecological assessment report, have been posted on the Town's web site and are available for review.
- How will areas not subject to the original Development Agreement be zoned? Need additional information before understanding which choices are best.

Interests Raised by Citizens

- The Development Agreement will give the University a lot of flexibility, while the Town will have the ability to ask for standards above and beyond those included in the Land Use Management Ordinance. It is important to utilize this opportunity to the community's best advantage.
- Concern that our decisions now are going to be based on our current zoning requirements, and do not anticipate the next crisis or the next big issue. Recommends preserving the opportunity for both parties to make mutually agreeable changes over time, if and when needed.

Council-Trustees Work Session, December 3, 2008

Interests Raised by Council Members

- Is one of the terms of the underlying zoning district that you cannot do anything by right and everything has to be done with a Development Agreement?
- Is the modification of the Development Agreement a statutory matter, or is the modification written into the agreement itself?
- Does a square footage number/limit have to be included in a Development Agreement per the statutes?
- Given the University's reluctance to pursue SUP on individual buildings, the scale of this proposal demands a broader approach. The Development Agreement tool definitely seems to be the right mechanism for regulating development while providing the certainty and predictability that is desired by the University.
- Need to look at rezoning all of the Horace Williams tract acreage in Chapel Hill to require a Development Agreement and then allowing development to occur in phases. Seems that OI-2 zoning is obsolete given the approach the Town wants to take and the Town's interest in integrated use.
- Seems appropriate that initial development agreement should cover early and middle stages of development, with subsequent approval needed for remaining phases of development.
- Could choose to rezone all of the Horace Williams tract acreage in Chapel Hill with the proposed new zoning district that requires a Development Agreement in order for development to occur, but then only encumber a portion of this acreage with a Development Agreement, thereby limiting the ability to develop the remainder of the tract.
- Is University receptive to having the whole tract (all of the Horace Williams tract that is in Chapel Hill's jurisdiction) subject to the new zoning district that requires a Development Agreement in order for development to occur?
- Uncomfortable with 20 year time frame, given how much things can change in just 5-7 years.
- The new zoning district for Carolina North would involve unlimited square footage; the Development Agreement would be the mechanism that limits the amount of square footage that can actually be built.
- Town would like to rezone the whole tract (all of the 650+ acres of the Horace Williams tract that are in Chapel Hill's jurisdiction) to the new zoning district that requires a Development Agreement in order for development to occur.
- For an initial draft of the development agreement and the first phase of the development, how about starting with 3 million square feet, a 10-year term, and including 100 acres.
- What should the Council's expectations be for items identified as Group II?

Interests Raised by University Participants

- Can Development Agreement include more than one phase or run for a period of time that is more than one phase?
- Why is there a need for so much individual building specificity? If you have a first phase and you define the mix of uses and the proportion of those mix of uses, and you define the square footage that is going to be built in that phase, and you negotiate the stipulations associated with that program (infrastructure, etc.), then why do you need more specificity?
- The terms of a Development Agreement need to be tied to square footage, not time.
- Although the authorized time frame for a Development Agreement can vary in length, it cannot exceed 20 years.
- University is willing to have the whole tract (all of the Horace Williams tract that is in Chapel Hill's jurisdiction) subject to the new zoning district that requires a Development Agreement in order for development to occur, assuming that the University can get a sufficient amount of floor area approved for the 230 acres that is proposed for development. The remainder of the tract that is not currently proposed for development can be preserved as open space for the next 50 years, but not longer.
- A long-term development agreement with a lot of square footage is good for both parties, as it provides greater certainty. For example, the University can, per the outcome of the transit study, include a lot more improvements/implementation in accordance with the amount and timing of construction. Different square footage thresholds would trigger specific improvements, ensuring that such improvements occur as the activity generating the need for those improvements is created.
- Would like to be able to go ahead and get zoning in place that approves 8-9 million square feet of development via an approved Development Agreement between the University and the Town.
- The more square footage included in the Development Agreement, the greater the proffers that the University can offer the Town as part of developing Carolina North.
- Interested in the initial draft of the Development Agreement including 135 acres (the amount of acreage occupied by the illustrated footprint for the initial 3 million square feet). Also, would like to have up to 20 years to actually construct this initial 3 million square feet.

Interests Raised by Citizens

- Recommendation that the Town pursue a robust underlying zoning district - perhaps an enhanced OI-2 district? Stricter standards regarding noise and light could be incorporated into a stronger OI-2 district.

<u>Council-Trustees Work Session, January 14, 2009</u>

Interests Raised by Council Members

- Are the measurable standards that are being suggested getting incorporated into the development agreement?

Council-Trustees Work Session, February 11, 2009

Interests Raised by Council Members

- Questions and comments from citizens will not be responded to, but rather will be able to point to where the particular comment or question is addressed in the development agreement.

Interests Raised by Citizens

- Document says what we are not going to do. Would like to see more of what we are going to do, and justification for both.
- The proposed document is fast-drying concrete. Very suspicious that any game-changing comments that arrive late in the process will not really be entertained.
- We are talking about 3 million square feet, and it is time to know what the obligations, responsibilities and the outcomes of this project are, as well as the community benefits.
- Lessons from the OI-4 zoning district and development process should have taught us about the need for a robust underlying zoning district at Carolina North. Concerned about the permitted uses in the proposed U-1 district.

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Verbal)

- We have heard how the new zoning district and the accompanying Development Agreement will work many times. However, if the Development Agreement is not acceptable we are just going to drop it. Need a percentage probability that this will really happen. Finds it hard to believe that we are going to put this much work into it and something will not be accepted. However, as the schedule looks more and more difficult, and as the foundational studies are more and more delayed – foundational studies that were supposed to provide information for decisions that were made back in the fall, but they were not there so some of the decisions that were made are flawed - and there is no Plan B to fall back on if the Development Agreement does not go forward, other than zoning. The discussed process sounds good, but very concerned that come April there will not be something on the table.
- Will the exhibits on the walls be translated into a list of stipulations on each topic? If so, that is one way to answer the questions.
- Concerned about the process. Understands that the Council has agreed to pursue the development agreement process, but also remembers the OI-4 zoning district and its associated process as it was created to deal with developments much bigger than what the Town typically sees. Does not understand why we are not using the regulations that we have spent so much time crafting to protect the Town. Instead, we are trying to create something new from scratch and are at risk for leaving important things out.
- Is the objective to put all of the uses that can possibly be thought of in the development agreement with all of the special conditions so that we would never have a situation where a

Special Use Permit would come to the Town unless it was something that was not included? If this is the case, then everybody needs to wake up and come up with stipulations.

- How does the Town come back later with an amendment to the Development Agreement? And, the University too, for that matter. Feels sure that there will be something we have not thought of that will come up after something is adopted.
- Development agreement seems like an opportunity to collaborate the University's ideas with the Town's goals and objectives.

Interests Raised by Citizens (Written)

- Robust fallback zone for permitted and unanticipated uses

Council-Trustees Work Session, March 11, 2009

Interests Raised by Council Members

- The Town has not yet agreed to 20 years as the time frame for the agreement.
- Is it possible for the Council to get red-line copies to see what was included and what was not included? This would allow citizens to see things that were omitted and then ask questions and request an explanation as to why this information was left out.

Public Input/Information Session, April 1, 2009

Interests Raised by Citizens

- As we move towards adoption, what is the substance of the development agreement going to consist of, and when will the agreement be finalized?

Council Work Session, April 8, 2009

Interests Raised by Council Members

- Is it acceptable for the Town to incorporate language into the development agreement regarding the preservation of land in a conversation easement if that land to be preserved is outside of the Town's jurisdiction (e.g. the Carrboro portion of the Horace Williams tract?
- Supports concept that when making an administrative decision, the Town Manager would have the flexibility to treat a minor modification like a major modification, and bring it to the Council for review and comment.
- Important when making subjective calls for the Council to recognize the need for balance as to what it should and should not get involved with. Thus, some latitude is desirable.
- Belief that 15% (potentially 450,000 SF of 3,000,000 SF of floor area) involved in the development agreement) is too much discretion for the Town Manager. Comfortable with the idea of moving things around, but not adding this amount of space.

- Need to include a definition of open space in the development agreement.

- What basis do we have for knowing and/or thinking that 20 years is the correct time frame for the development agreement?
- Believe that it is in the Town's best interest for the development agreement to cover the maximum period of time.
- Can you have two development agreements on the same property?

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- What is the legal perspective regarding tying the development agreement to the amount of development (floor area) rather than time?
- If a governing body rezones a particular piece of property for a single property owner, it is not illegal spot zoning?

Council-Trustees Work Session, April 22, 2009

Interests Raised by Citizens

- Not clear as to why we need for the agreement to be good for 20 years. Comprehensive plan is supposed to be reviewed and revised every 5 years, why would we think that a Development Agreement should only be reviewed every 20 years? Seems that perhaps a review every 8-10 years would be more appropriate and give people a little bit more comfort that they are not stuck with something that is set in stone for 20 years.
- Early on there was never any talk of an agreement that would last 20 years. Even though the Comprehensive Plan is supposed to be reviewed every 5 years, we have not done this. So, what makes us think that we will keep tabs on a 20-year agreement and review it in a timely and appropriate manner? Believes that 5 years is a realistic amount of time for a development agreement, and believes that 800,000 to one million SF is a realistic amount of development for the first phase of the development. Any more program and we are doing a disservice to our future community.
- The scope of this effort is way too large. In light of the fact that we have not fulfilled our commitment to review the Comprehensive Plan, the proposed term of the agreement is way too long, and the schedule is way too aggressive.
- Regarding scope, during discussions the 5 to 8 year span kept coming up, and so did the range of 800,000 to 1,000,000 SF. Reference was made that 4 to 5 years was a long time since the Horace Williams Advisory Committee's report. Also 5-7 years and 800,000 SF are noted in terms of a time frame for transit improvements in the Traffic Impact Analysis. Seems that a 5 to 8 year time frame would be more appropriate for the span of this development agreement.

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- Should the Council zone the entire Horace Williams tract to the new University-1 (U-1) zoning district?
- How are we going to keep the campuses as one unit? A key concern that is important to both the Town and University.
- Would like confirmation of where the Town's corporate limits are specifically located along Seawell School Road.

Interests Raised by Citizens & Advisory Board Members

- Citizens want safeguards in place that will protect them when planning decisions don't work out the way we thought they would even though based on well intentioned assumptions and the best efforts of all involved. We believe that a clearly articulated set of expectations and standards will benefit all stakeholders throughout the development process.
- The Community Design Commission felt that the Development Agreement should be reviewed more often than 20 years. In particular, the Commission felt that the Agreement should be reviewed and updated by the advisory boards and the Town Council at least every eight years. Some Council Members have suggested the idea of semi-annual reports, but notes that one of the concerns with having reports is that under the Development Agreement, although citizens would know what is happening, nothing could be done. The Development Agreement is a contract, and unless there is a violation of that contract, even though citizens would understand what is happening, there is nothing that could be done at that point in time. So, the Community Design Commission felt that 20 years was too long a time period for such an agreement.

Council-Trustees Work Session, May 21, 2009

Interests Raised by Council Members

- Believes that the Town's interest is best served by a 20-year agreement. The Council needs to have a discussion regarding this issue.
- The term is important for multiple reasons – not just land conservation and preservation. Cooperation regarding improvements to Chapel Hill Transit is another example of how the Town and the University will be partnered for the next 20 years and will need to work together or the public's best interest will not be served and real problems will occur.
- Needs to be clear that if the end of the agreement is reached via build-out rather than time frame (20 years), then the Town still needs to make sure that it gets what it agreed to as part of the agreement.
- Regarding the idea that a rogue Town Manager could come in and deem the University is in default regarding the agreement, and utilize his/her ability to deem that the Development Agreement is no longer in effect, it is important to note that there is a provision for mediation.

Interests Raised by University Participants

- The University has a concern about making long term commitments in exchange for short term agreements. The University will put the 300 or so acres of conservation land in a conservation easement once the development agreement has been adopted as that is land that is not suitable for development and should and will be preserved. However, the University is more concerned about putting restrictions on the Limited Development Areas (50 years and 100 years) if the development agreement is for a term of less than 20 years
- As long as the term of the development agreement is for 20 years, and the agreement is not arbitrarily terminated before 20 years (the agreement includes language that gives the Town Manager the right to say that certain provisions are not being met and that the development agreement is no longer in effect), then the University is comfortable with the commitments that have previously been made regarding the identified conservation and limited development areas. However, it is important to note that the University feels that it needs a commitment to the 20 year development agreement and for that that agreement to remain in effect for 20 years, in order for the University to make the commitment to preserve the identified limited development areas.

Interests Raised by Citizens

- Recommend adding a section to the Development Agreement labeled "Public Participation" to highlight that the public must be engaged at every step of the process in all the key future decisions that will affect the Town and the neighborhood throughout the build-out of Carolina North. There are four parts to this recommended section:
  (1) That the Mayor and Council appoint a Carolina North citizen's advisory committee that works closely with neighborhoods and communicates through an elected chair to gather neighborhood concerns and bring them back to the Town Council;
  (2) That there be good reporting in a timely manner, and that the reports from the University be provided on the Town's web site;
  (3) That the Town ensures that the public is able to participate in each of the following key decision points during throughout the build-out: Transportation Impact Analysis, Short Range Transit Plan, all key milestones, fiscal analysis, traffic management plans, stream restoration projects; that information for even minor modifications is available on the Town web site; and, that the public is able to know how their input is being utilized or not.
  (4) That the Town of Carrboro also be engaged more actively in the transportation planning decisions, and that Carrboro officials be consulted at each of the above decision-making points.
- Need a living agreement that we can live with.
- Regarding scope, there is nothing in the current Development Agreement that justifies 3 million square feet and twenty years. It seems that the conservation easement is being held hostage to get a 20 year commitment, and there is nothing the Town can't do with zoning to protect this land that requires this development agreement. Twenty years and three million square feet is too big. Have used the Comprehensive Plan as a good example – were supposed to go back and

update it and have been tardy and not gotten to it yet. Twenty years is way too long. Interesting that transit plans talks in terms of conditions in 2015 – a 6 or 7 year time frame is just more realistic. Assumptions based on assumptions just end up generating a lot of garbage that you can't depend on.

Public Input/Information Session, June 11, 2009

Interests Raised by Citizens

- Regarding Section 4.16 and the Periodic Assessments, is there a process governing how this will occur that still needs to be prepared? Are there any issues that would not be on the table? If there are any changes agreed to by the two parties, how would those changes be incorporated into the agreement? Are there any official reports or public records that would come out of these assessments?
- What happens if the Town and the University want to amend the agreement?
- How does the mediation opportunity work? Is it only for certain issues? Can it be invoked at any point in time?
- Regarding the mediation and conflict resolution, would suggest that the public have an opportunity to call for such a step. Would also be nice if various advisory boards had the right to call for mediation of the agreement without having to funnel it through the Town Council.

Council Public Hearing, June 15, 2009

Interests Raised by Council Members

- The Town needs to develop procedures as to how it is going to handle authorizations to the Town Manager regarding how to do some of the things (e.g. Short Range Fiscal Plan) that are included in the Development Agreement. Believe that determining these procedures and deciding when the Manager is supposed to take action or not take action is the Council's responsibility. Do not believe that how these things occur needs to be itemized in the Development Agreement, as this is the Council's job. Assuming that the Town moves forward with the Development Agreement, seems that the Town needs to develop a skeletal outline in the coming months that puts in place the outline of what the structure and processes are going to be. Would assume that this would somewhat be along the lines of the Town's existing process, involving advisory board and public input.

Interests Raised by Citizens

- Everyone will need to work together for Carolina North to serve as a model for sustainable growth. The Development Agreement is a good practical guide for this project. There are three critical success factors regarding the implementation of this agreement:
    (1) Frequent measurable milestones open to review and discussion to ensure the project is successful throughout the development horizon and not just at the end.

(2) Flexibility to adapt to changes in economics, technology and lifestyle – when we need facilities to plug in electric cars, will they be available? What about moped parking? What might the next technology be? What about solar?

(3) Process for involvement of all interested parties in assessing and collaborating on solutions of unforeseen changes and problems as they arise. Urge the Town and the University to tap the community's expertise when making decisions regarding this project.

- What does quality of life mean for neighborhoods in the context of the Carolina North development? Key issues that keep coming up in neighborhood focus groups and community forums are children being able to arrive at school safely, anyone who lives in the neighborhood being able to walk safely to their jobs or recreational/cultural activities, being able to bike safely, having transit options that take people where they want to go, being able to see stars at night, hearing crickets, and having green spaces. These are some of the recurring themes from neighborhood meetings regarding various factors that maintain and promote the quality of life for Chapel Hill neighborhoods. So, the key question now is how will the Council structure aspects of the Development Agreement that protect the people in the neighborhoods and specifically address these quality of life issues? Basically, how will the Council safeguard neighborhoods? Similar to what the Town's Comprehensive Plan describes as conserving and protecting existing neighborhoods. Key questions that the Council should consider as part of reviewing the Development Agreement are: How do we ensure that the Town's growth does not impair neighborhoods' quality of life? How will the Town help make sure that children arrive at school safely in the context of this development? How will the Town provide cyclists, runners, walkers and their pets with safe routes for exercise and commuting? How will the Town keep its air quality at its current baseline or even improve it? How will the Town provide support for alternatives to transportation by car? And, how will the Town give citizens an active voice in decisions that will affect their lives?

- Since the Mayor has shared his perspective that it is the Town's responsibility to engage public input regarding the Carolina North project, and furthermore suggested that the Development Agreement is not the proper place for this language and the initiative for public participation. For this reason, NRG would like to ask the Council to adopt the following resolution as a formal priority of the Town of Chapel Hill:

  "Whereas citizens should have a say in decisions about actions that affect their lives; whereas effective public participation meets the process needs of all of its participants; whereas public participation communicates to participants how their input was, or was not, utilized; whereas the effectiveness of public participation should be evaluated using appropriate mechanisms and measurements; whereas the Development Agreement for Carolina North sets forth a schedule for future decision points on a wide range of issues related to the development; whereas the notification and participation of residents of the Town of Chapel Hill per these decisions is important to the overall success of the development,

  Be it resolved that the Town Manager shall submit to the Chapel Hill Town Council a detailed plan for public notice and participation during the first 800,000 square footage of build-out at Carolina North, no later than six months after the final Development Agreement is adopted."

- A comprehensive plan for public participation during the Carolina North build-out must developed with the understanding that public input is a vital and finite resource.
- Troublesome that the public participation part of this process is a "to be determined" category. Should consider possibly incorporating a board that could monitor this aspect of the project for compliance.
- Although Section 5.16.8 references the airport closure, there is no requirement in the Development Agreement that the Horace Williams Airport be closed.

Council Meeting, June 22, 2009

Interests Raised by Council Members

- Development Agreement has turned out to be an innovative document that is definitely worth all of the time that everyone has invested in it. Provides flexibility while serving both the best interests of the Town and the University.
- Although the Town Council will be approving the document, it is a living document that will continue to evolve as we move forward.

E-Mails Received

- We just wanted to let you all know there are a large number of us who are hoping and praying you will pass the rezoning ordinance for Carolina North. It will mean a lot to this community and the state. Thank you. Mr. & Mrs. T.L. Cummings
- Dear Mayor Foy, Council Members,

  I am one of many local residents who has been following the deliberations on Carolina North. I want to thank you for keeping the safety and well-being of the citizens and neighborhoods of Chapel Hill and Carrboro in mind throughout this process.

  Neighbors for Responsible Growth (NRG) has recently provided you with recommended additions and changes to the Development Agreement that will govern the build-out at Carolina North. As the final version of the Agreement comes together this month, I ask that you work to ensure that these recommendations are adopted.

  I realize that transportation and other infrastructure planning is complex, and that it is unrealistic to expect that detailed plans be available at this time. For that same reason, it is also important that citizens have some safeguards in place to ensure that development at Carolina North does not get ahead of the Town's ability to address the inevitable impacts on our roads, schools and environmental resources.

  The NRG recommendations will also help ensure that citizens stay involved during important decisions throughout the Carolina North project. I urge you to adopt these recommendations and to continue your careful oversight of this significant project.

  Sincerely,

  Deborah R. Finn

Phillip Manning
William Flexner
Tracey Fine
Marilyn Hartman
Marisa D'Silva Whitesell
Russell Mead
Mugda Thakur
Sanjay Asrani
Maria de Bruyn

- I lend my voice to those requesting your inclusion of the changes/additions for the Development Agreement proposed by Neighbors for Responsible Growth (NRG). These changes put in place reasonable markers along the way as Carolina North progresses. Thank you for your efforts on this. Dave Heilig

- I have been closely following the discussion regarding Carolina North and while I support the project I, like all of you, are concerned about its general impact on the surrounding neighborhoods of Chapel Hill. I also have specific concerns about the traffic impact on my Cedar Hills neighborhood.

  I believe the first phase of this development is estimated to generate as many as 5,000 more cars on the site. With the primary entrance being located at the intersection of Airport Road and Piney Mountain Road I suspect that the cut through to Piney Mountain Road provided by the Cedar Hills neighborhood will make my neighborhood a preferred shortcut for many commuters driving to and from I40 seeking to avoid the traffic lights and cars on Airport Road. An investment in traffic infrastructure in Cedar Hills will be required to support this anticipated traffic or steps must be taken to limit or close this cut through before Chapel Hill North opens.

  I realize that this development is still in its planning stages and that the collateral impact is difficult to estimate. I also believe that anyone looking at a street map can reasonably predict that the traffic generated by Chapel Hill North will impact the Cedar Hills neighborhood. As the Development Agreement is finalized I believe that the traffic impact on neighborhoods must be factored into the development. For that reason I urge you to accept the Neighbors for Responsible Growth recommendation regarding transportation improvements in general and to address Chapel Hill North's impact on the Cedar Hills neighborhood in particular. John Larus

- The draft proposed development agreement, LUMO text and TIA (with the proposed traffic calming measures) that were supposed to be available this week have not been forthcoming.
  I requested these documents several times (in Microsoft Office format with deltas included) throughout the week and was told they would be ready to review for this weekend. I know that staff is working diligently to meet the schedule Council proposed but they haven't been able to meet the deadline - again. This is not a staff problem but rather a clear demonstration that the schedule is not workable.

  I know reviewing hundreds of pages of Carolina North documents is not the most appealing thing to do on what promises to be a beautiful summer weekend but I don't believe I'm the only citizen interested in going over the latest revisions prior to the June 11th meeting.

  As we near what appears to be Council's deadline for deciding on the weighty Carolina North proposal it becomes vital that the public have full and PROMPT access to these key documents.

I believe this is just another reason, of many, for delaying the decision until: 1) all the documents are essentially complete, 2) the public has had 60 days to review/digest/respond to the proposals and 3) an additional few public hearings are held to deal with the sticking points.

Beyond that, considering that a careful review of UNC's proposed design guidelines has not been done, the disparities in the fiscal equity study remain unresolved and the TIA is only partially complete (and, like the fiscal equity study, has several contentious points), I do not understand how Council can justify the rush to approve the first phase of Carolina North.

If Council does plan to bring the process to a conclusion soon then the only prudent course is to reduce the scope of this agreement to 5-7 years and less than 1M sq/ft. of both building and supporting infrastructure build-out. Will Raymond

- To the Board of Trustees Chair, Roger Perry; the members of the UNC Board of Trustees; *all* who represent UNC on the Carolina North/Chapel Hill Task Force:

  I was a 1960 graduate of UNC-Chapel, taught in our CHCC public schools, owned a home for 20 years on Burning Tree Drive and retired in Chapel Hill in 1999, *by choice*! I have been attending or watching the Council/Carolina North meetings on TV 18. I send my deepest appreciation to all of you who represent UNC during the many hours of collaborative meetings! At least, last night's Town Council meeting was over before midnight!! You are all exceptionally good listeners during the public forums!!

  Chancellor Thorpe, I am the 71+ year daughter of Jack & Mary Parks, good friends of your family...and the older sister of Gregory Parks of 207 DeVane Street/Parks Building Supply in Fayetteville. I am very proud of both you and Roger Stancil for sharing your "Fayetteville" expertise to continue to make Chapel Hill a perfect retirement home for my Parks/Parmer family!

  Good luck tonight, June, 16, 2009. You will make the best and correct decisions for all of the citizens of Chapel Hill and all of us UNC graduates! I trust you to continue to make me proud of all of your decisions in the future. Mary LeGrand Parks Parmer

B. Review Process, Schedule & Resources

Council-Trustees Work Session, September 25, 2008

Interests Raised by Council Members

- Would the Council consider findings as part of the approval of a Development Agreement?
- What would be considered a “serious threat” to public health, safety and welfare?
- Do protest petitions apply to the zoning change associated with a development agreement?
- Would the Land Use Management Ordinance Text Amendment and Development Agreement be reviewed by Town Advisory Boards as part of the review process?

Interests Raised by Citizens

- The schedule does not appear to allow enough time for thorough and complete public participation and input.

- Schedule appears to be too complicated and too demanding to allow proper public participation and appropriate deliberations.
- Develop a specific and robust schedule that provides adequate time and opportunities for public input and participation.
- Develop a longer time line.

Chapel Hill Town Council Meeting, October 15, 2008

Interests Raised by Council Members

- If a Development Agreement is deemed to be the appropriate regulatory tool for Carolina North, does the whole process remain legislative and non-quasi judicial in nature even though very detailed site plans are involved?

Interests Raised by Citizens (Verbal)

- The timeline for a vote on final approval of the master plan should accommodate reasonable public deliberation and comment on relevant information as it becomes available.
- This relevant information should be disseminated early enough to inform any development agreement with the University.
- Include an evidentiary component in the review and approval process for Carolina North.
- No time built into schedule for multi-government negotiations that involve necessary secondary legal agreements.
- Important to make sure that we have adequate staff resources to address this planning process.

Interests Raised by Citizens (Written)

- Petition to Chapel Hill Town Council on Carolina North Impact Studies Submitted October 15, 2008 We request that complete information on the traffic congestion, public health and safety impacts on neighborhoods surrounding the proposed Carolina North development be collected, made publicly available and fully considered before any irrevocable decisions are made regarding the development. Specifically, we request that the results of the traffic impact analysis, the long range transit plan and other pending studies be publicly shared, discussed and serve as the basis for identifying strategies to minimize neighborhood impacts to the greatest extent possible. Among the questions important to us that have not yet been addressed: * How will the anticipated increase in traffic associated with Carolina North impact the safety of pedestrians and bicyclists in surrounding neighborhoods? * How will increased traffic impact citizens' ability to access connecting roads to their neighborhoods from primary corridors like MLK Boulevard ? * What is the anticipated impact of the development and increased traffic on

air quality in surrounding communities? * How will noise and light pollution associated with the development be minimized? * What short-term and long-term standards will define acceptable levels of traffic, air particulate, and noise and light emissions associated with Carolina North and how will compliance with those standards be monitored? The timeline for a vote on final approval of the master plan should accommodate reasonable public deliberation and comment on relevant information /as it becomes available/. This information should also be disseminated early enough to inform any development agreement with the University.

Council-Trustees Work Session, October 22, 2008

Interests Raised by Council Members

- Provide regular updates to Town Advisory Boards on an ongoing basis, rather than depending on just the informational meetings and/or providing the information all at once immediately prior to needing a recommendation.
- Provide additional opportunities for public comments in May and June 2009.
- How would the Carolina North meeting schedule relate to the Town's 2009-2010 budgetary process?
- What is the nature of the Informational Meetings? Would the Council attend? Information to be provided?
- Summaries of Informational Meetings will be available for consideration by Council and Trustees at subsequent meetings?
- Does Town have the expertise to review the University's fiscal impact analysis or Long Range Transportation Study?
- Will the Town be able to use the models to analyze other assumptions/questions? If so, can this be done without the help of an outside consultant? If this is the case, are such resources in place and available within the anticipated time frame?
- Concern that one meeting is not sufficient to understand long range transportation study.
- Concern that Town staff will be overwhelmed by this process, and that normal business will suffer from a lack of attention. Need to report back to Council if this becomes the case.

Interests Raised by University Participants

- Have staff bring each issue to a joint work session for discussion, with a summary reflecting work of the Horace Williams Citizen Committee (HWCC) and the Leadership Advisory Committee (LAC), and an assessment as to whether or not consensus has been reached on that respective issue.

Interests Raised by Citizens

- There is not sufficient time in time line for public to digest foundational studies (e.g. Traffic Impact Analysis) and provide quality feedback in time to influence the process.

Chapel Hill Town Council Meeting, November 10, 2008

Interests Raised by Council Members

- Can we go ahead and schedule all of the joint meeting dates between the Council and the representatives from the University, and make this information available to the public?

Council-Trustees Work Session, November 18, 2008

Interests Raised by Council Members

- How are we going to have the staff collect and catalog the questions and provide the Council with responses?
- Recommendation that the calendar be adjusted when various studies and events do not arrive or occur as anticipated.

Interests Raised by University Participants

- Delay in the timetable of the Innovation Center is a good thing as it removes an uncomfortable situation for the Town, by allowing more time to consider the Center prior to finalizing the overall Carolina North conditions between now and June.
- Would like to move to the stage where the Board and the Council could ask the staffs to put specific issues together for the next meeting, ideally framing those issues with some parameters so that the Board and Council could discuss them with appropriate context.
- Important to categorize key issues for discussion and develop a schedule that will allow the Council and Board to discuss these issues in "bite-size chunks."

Interests Raised by Citizens

- Now that we know that the Innovation Center has been delayed, would the University consider further delaying this process and agreeing to abide by the outcome of the Carolina North Development Agreement process?

Public Education Session, November 19, 2008

Interests Raised by Citizens

- Based on the detailed timeline, it appears that Town advisory boards will be receiving packets in April to review and then will be preparing comments and making recommendations regarding the Development Agreement. Typically, most of the advisory board minutes are brief and do not get sent forward in a rapid manner. Would like to have a more detailed set of comments prepared for these advisory board meetings, and have them sent onward as quickly as possible. Would also like for the advisory board comments to be posted on the Town's web site.

- All of the comments made over the past 10 years, do they need to be resubmitted, or is that record being considered by Council?
- If you have previously made comments to the University, and the concerns were not addressed in the University's most recent proposal, then assume you should come back and repeat your comments?

Council-Trustees Work Session, December 3, 2008

Interests Raised by Council Members

- What should the Council's expectations be for items identified as Group II?
- Appreciate the role of the Joint Staff Work Group and the work that they are doing to help the Council and the University representatives move through the process.

Interests Raised by Citizens

- Concerned that the apparent slippage of the fiscal and transit studies is not reflected in the current schedule.
- Need to provide the manager with the resources to get the material out there in order to get the community involved in this process.
- Concerned that given the schedule, several of the issues will be touched upon and not revisited again later in the process. Noise and light pollution standards for Carolina North are examples of this concern.

Council-Trustees Work Session, January 14, 2009

Interests Raised by Council Members

- Need to have another public information session in February. Perhaps consider a different format that would better solicit input. Could potentially structure a meeting to focus on specific topics of interest at different times of the day.

Interests Raised by University Participants

- Would encourage additional forums to solicit citizen input on various aspects of the anticipated development agreement. University is willing to support and participate in more meetings.

Interests Raised by Citizens

- The scheduled process is extremely aggressive, and there are several deliverables that have not been forthcoming (e.g. fiscal study and transit study) which is going to put the desired schedule in jeopardy.
- Need to come to terms with the fact that the schedule appears to be way too optimistic.

- The University and the Town have the rare opportunity to set the example by building a campus that will be a model for generations to come. The Town has a critical role in achieving the necessary standards to shape and guide this development. The public discussion that should be taking place has not occurred. Need to notify and engage the public before an agreement is reached. There is no rush. Need to rethink the schedule and consider other ways to engage the public in the discussion.
- Will the citizens get to see the draft development agreement? Are tweaks going to be allowed? Will public comments change the draft? Is often a case of rapidly solidifying concrete by the time that such proposals reach the public, and thus vital public commentary has little impact on the final outcome.

<u>Council-Trustees Work Session, February 11, 2009</u>

Interests Raised by Council Members

- When will the Council discuss public art? Where is this identified in the schedule?
- Council needs to have conversations on many issues within itself, and just because someone asks a question or makes a comment does not mean that the Council has had the chance to have a discussion on that respective question or comment.
- Important to recognize that the draft text amendment for the new zoning district and the draft of the development agreement have not been reviewed by the Council, thus need to be careful how these draft documents are described and represented at the upcoming public meetings.
- Is it possible to carve out time in the meetings to discuss these various issues? Need for staff to figure out an approach.
- Transportation is a key issue that a lot of people in the community want to discuss. Given that we do not have all of the information that is needed to have a meaningful conversation regarding transportation tonight, recommend that the Council review its schedule and find an opportunity for a daylong session for the discussion of transit and related transportation issues.
- What does it mean on the schedule where it says “Transportation impact analysis submitted?”
- Need to discuss level of transit that can be funded and agreed upon in order to do the transit plan. Not sure when this discussion can occur on the schedule.
- Look at transportation impact analysis schedule, and determine when an additional meeting could be scheduled.
- There seem to be enough issues and sufficient complexity that additional meetings should be scheduled now.

Interests Raised by Citizens

- Challenge the committee and both the Town and the University to get information out sooner, rather than right before a meeting.

- Belief that the text in the draft LUMO Text Amendment and the draft Development Agreement is going to be harder and harder to change as we move forward with the planning process.
- Talk about text amendments is premature. Has not been enough public input. Has not been enough time to review the recently provided material and react to it in an informed manner.
- Thanks for making the January 29th public information session a successful and interactive opportunity for citizens.
- Nice to have copy of revised timeline in advance. When will the Traffic Impact Analysis actually be finished? Would be nice to have a date regarding this event in the timeline. The surrounding neighborhoods will be very interested in seeing the results of this study.
- Recommend including work sessions on specific topics, so that the public can come to a meeting and be able to react to something specific. Give specific bullet points so that citizens know what to focus their attention on. Right now, it is very hard for the public to know what to react to.
- At what point does the public submit specific technical requirements for the development agreement? For example, if somebody wanted to submit technical requirements regarding energy, when do they submit such comments and who do they submit them to? What kind of follow-up should they expect? Do they receive a yes or no?
- Who is footing the bill for meetings like tonight?
- Regarding the foundation studies that are way, way delayed, we need these studies as these numbers will be very important and we don't have them.

<u>Public Input/Information Session, February 19, 2009</u>

Interests Raised by Citizens (Verbal)

- We have heard how the new zoning district and the accompanying Development Agreement will work many times. However, if the Development Agreement is not acceptable we are just going to drop it. Need a percentage probability that this will really happen. Finds it hard to believe that we are going to put this much work into it and something will not be accepted. However, as the schedule looks more and more difficult, and as the foundational studies are more and more delayed – foundational studies that were supposed to provide information for decisions that were made back in the fall, but they were not there so some of the decisions that were made are flawed - and there is no Plan B to fall back on if the Development Agreement does not go forward, other than zoning. The discussed process sounds good, but very concerned that come April there will not be something on the table.
- There are questions and comments that have not been included and are missing from the notes and draft documents. If you need more manpower, please tell us. Every question needs to be acknowledged, even if you do not intend to answer it.
- Concerned about the process. Understands that the Council has agreed to pursue the development agreement process, but also remembers the OI-4 zoning district and its associated process as it was created to deal with developments much bigger than what the Town typically sees. Does not understand why we are not using the regulations that we have spent so much

time crafting to protect the Town. Instead, we are trying to create something new from scratch and are at risk for leaving important things out.

- Does not find it credible that the Town is going to walk away from the dialogue if there is a conflict or a disagreement on a key issue. Instead, suspects that Town will be lured into negotiating as it becomes too late to walk away after you have gotten so invested in the process. Thus, is a flawed process.
- Instead of the staff trying to cobble together all of these various informational resources, would be better to have a Tech Board that could help the Town, that could make suggestions about how to do the Town's business, and could pursue how to do democracy online.
- When are the Council members going to get to talk amongst themselves about the various issues? It seems like there was a lot of interest in this regard, and such a discussion would help to really focus the public on these issues. Citizens would understand which way the Council is leaning based on these discussions, and thus citizens could give better comments.
- Regarding transportation, it sounds like we have a very tight time frame. It is really important to a lot of people in Town that transportation be addressed properly. Yet, it does not seem like there is going to be much time to respond to the various studies. This seems unfortunate for a development that is going to span 50 years.
- It is unrealistic to think that we will be able to respond to traffic impacts once construction begins, since it may take years to plan, get funding and put improvements in place. This suggest that a "plan as you go" approach is not in the community's best interest. Also clear at last week's meeting that Council members and citizens continue to be handicapped by the lack of available information. With only 4 months to go per the stated schedule, the window of available time is closing.
- Request a special informational session that is focused solely on transportation issues.
- Appreciates all of the hard work that Town and University staff are investing in this process.
- Concerned that this process is beginning to mirror the OI-4 development process, which was not a very pleasant process. We have two proposals in front of everyone – Plan A is the development agreement and Plan B is to do nothing. Would like to see a Plan C – basically a more robust zoning district that has permitted uses, would allow Special Use Permits, and would allow those things not currently anticipated to be addressed.
- Who is paying for this? Would like to see a budget and a breakdown of who is paying for what.
- Would like to see more efforts to hold meetings and gather broader input from a broader community that includes University staff and students.
- Support for a special session on transportation issues. People are very concerned about traffic impacts both on individual neighborhoods as well as the community as a whole.

<u>Council-Trustees Work Session, March 11, 2009</u>

Interests Raised by Council Members

- How has the discussion of the more contentious issues been handled? Has sufficient information been conveyed to the staff so that they can work on bringing Group 1 issues to a status more like the Group 2 issues?
- The calendar is showing the period from April 1 to April 23 as Town advisory board meetings and it is not clear what they will have to look at as there are certain deliverables that are still out there (e.g. TIA). What is supposed to be available for discussion? We need to be more systematic about getting things to advisory board members for discussion. Also need to make sure that advisory board members are aware of the information that is currently available.
- Advisory board members are an important part of robust citizen participation and we should be disseminating whatever draft information is available to them so that they can start reviewing it.
- Concerned that planning on a single meeting for the Planning Board to review the development agreement is not sufficient. Need to go ahead and schedule a second meeting for the Board's review. For that matter, Town staff should go ahead and schedule two meetings for every advisory board to provide appropriate time for review.
- Want the public to be clear that although the University will submit an application at the end of April, we will not have a completely formed document and potential development agreement until it comes up for a final vote. The input provided by the public and advisory boards in May and June will be considered and has the potential to be incorporated in the final product that will be considered and voted upon at the end of June.
- How can the Town make the decision to go forward with the May Public Hearing and associated review process at the end of April, without any Traffic Impact Analysis?
- It will be important to not only give citizen advisory boards two meetings to review the development agreement, but to also provide appropriate staff participants to walk advisory board members through the proposal and to answer their questions.
- Need to be sure to provide appropriate background information to advisory board members.
- Is it possible for the Council to get red-line copies to see what was included and what was not included? This would allow citizens to see things that were omitted and then ask questions and request an explanation as to why this information was left out.

Interests Raised by Citizens

- We are still in a process phase, so would like to request that there be some methodical way to take the goals in the Horace Williams Citizens Advisory Panel report and put them down as a checklist so we can take them and compare them to the proposed development agreement. A lot of work went into the Horace Williams Citizens Group report and subsequently the University's Leadership group put in a lot of work and there was a lot of agreement with these goals. Does not want to see Town lose anything here. Would recommend doing this before signing off on the development agreement.
- Reinforce the importance of the TIA to the process. Need to ask consultant for delivery sooner rather than later.

- Regarding specialized issues such as the energy issues that the public has raised, who makes decisions regarding these issues? Is a specialized group involved or is it just the general staff?

Council Meeting, March 23, 2009

Interests Raised by Council Members

- The advisory board review of the proposed Development Agreement is scheduled to occur over a two-month period.
- Rather than just reserving the date, believe that the Council needs to just go ahead and schedule the second Public Hearing on the proposed Development Agreement on June 15, 2009.
- The Council is trying to receive all of this information about Carolina North, robust citizen comments, and take action on Carolina North – all before the end of June.
- Encourage citizen participation and feedback as the Town Council gets ready to make a decision on this important proposal.
- As this proposal goes to Advisory Boards, do we anticipating having more than the usual staff contingency present at these meetings?
- Will the normal Advisory Board staff liaisons know enough to represent this proposal and answer board member questions? It is complicated going to an Advisory Board meeting and not being able to get answers to questions.

Public Input/Information Session, April 1, 2009

Interests Raised by Citizens

- Please provide a schedule that lists the dates for Advisory Board review to all Advisory Board members.
- As we move towards adoption, what is the substance of the development agreement going to consist of, and when will the agreement be finalized?
- Given that many of the Advisory Boards only meet once a month, and given the tight timeline for Advisory Board review and comment, what type of response can Advisory Board members anticipate regarding questions?

Public Input/Information Session, April 16, 2009

Interests Raised by University Participants

- Need to tie review process to actual development, not to the calendar.

Council-Trustees Work Session, April 22, 2009

Interests Raised by Council Members

- Respectfully request that all agenda items be received at least 24 hours prior to a meeting. Is disconcerting to come to a meeting with University representatives and not have had the information for at least 24 hours before the meeting. If there are any changes/updates that need to occur after the agenda has been sent out, then they should be provided in paper form.
- Foundation studies need to be readily available as we move forward with this process, so that Council members and Advisory Board members can quickly confirm details as needed.
- Need more time to absorb the details included in the most recent version of the development agreement (version 4-22-09).

Interests Raised by Citizens

- Three advisory boards will be reviewing the Development Agreement tonight, and they do not have the latest version of the Development Agreement that was just released (they were given the March 31st version, and a new April 22nd version has just been released). Believe that reviewing the older version of the agreement in order to make a recommendation for the May 11th Public Hearing is okay, but need to give advisory boards the opportunity to review the most recent version and pass along any additional recommendations for the June Public Hearing date.
- In terms of general process, getting the agenda at 3:35 on the afternoon of the meeting makes it very difficult for advisory boards and the public to participate effectively.
- The schedule involves a lot of work and we are not making the milestones that we said we were going to make, and there is not a consensus building around several key issues (10-story buildings along MLK, parking ratios have not been agreed to, the foundational studies are late, even the school {which has not been addressed by the Board of Education} does not sit on the 250-acre footprint for proposed development which means that the cost to provide infrastructure for the school will be much more expensive). We do not have time in the schedule to adequately address these issues.
- The scope of the agreement has experienced “feature creep” and basically as time has passed, more things have gotten jammed into the process.
- Understands that in terms of schedule, the Council and the Board of Trustees would like to get this done. And, also appears that there is preference to keep this process and the agreement from getting political. Disagrees with this approach. We have an election coming up and believe that approving an agreement prior to the fall elections does a disservice to the community.
- The scope of this effort is way too large. In light of the fact that we have not fulfilled our commitment to review the Comprehensive Plan, the proposed term of the agreement is way too long, and the schedule is way too aggressive.
- Important to think about how the Council is going to incorporate public comment from the upcoming Public Hearings into the outcome, especially since we are signing off on a lot here and it is all pretty general right now.

<u>Council Public Hearing, May 11, 2009</u>

Interests Raised by Council Members

- Would like to be clear on the Site Plan Review by the staff for individual projects within the Development Agreement. Would like a description of that process.
- How does the general public learn that a project is being reviewed by the staff? Is there a vehicle for the general public or the Town Council to know that an application is being reviewed by the Town staff?
- Is a 12-month period of review an appropriate time frame for Carolina North?
- Perhaps when the Town Manager receives an application for Carolina North Site Plan Review, it could be posted on the Town's website?
- There are some recommendations that were made by multiple boards, such as requiring the Transit Transfer Facility to be included in the first phase. Would be nice to make a chart comparing the recommendation like we do with individual development applications, if possible.

Interests Raised by Citizens & Advisory Board Members

- Make sure that ongoing public participation is ensured within the Development Agreement.
- The Town should involve citizens and neighborhood groups such as NRG in the formulation of specific public participation activities, both before and after the adoption of the Development Agreement.
- Citizens want safeguards in place that will protect them when planning decisions don't work out the way we thought they would even though based on well intentioned assumptions and the best efforts of all involved. We believe that a clearly articulated set of expectations and standards will benefit all stakeholders throughout the development process.
- Recommend that Carolina North buildings that are adjacent to existing public roads or adjacent to existing residential areas require Community Design Commission review and approval of final plans for building elevations and Lighting Plan prior to Town approval of the development. Per the current development plan this would not occur, but the Community Design Commission believes that its charge is to review elevations and lighting plans that occur in Chapel Hill and part of the campus will develop on a public road that citizens will drive up and down and see every day.
- That Concept Plan Review by the Community Design Commission and Town Council occur for buildings adjacent to existing public roads or adjacent to existing residential areas.

<u>Council-Trustees Work Session, May 21, 2009</u>

Interests Raised by Council Members

- Will the recommendations from the Advisory Boards include any analysis when they are transmitted to the Council? It appears they echo each other in a lot of cases, and it is not clear how they relate to the draft development agreement.

- Would like for the public to have access to the documents for the June 8th Council Work Session and the June 15th Public Hearing no later than the Friday before each meeting.

Interests Raised by University Participants

- One of the purposes of scheduling the June 16th Council-Trustee work session is to talk through parking issues.

Interests Raised by Citizens

- Neighbors for Responsible Growth (NRG) supports a clear and transparent process for the community to engage in. NRG is concerned that the public did not know about the May 19th draft of the Development Agreement until yesterday. The University and the Town cannot expect to elicit comment from the public if the terms under discussion are not shared until the day before a public meeting. Recommend that the Town take the following steps to improve the public process:

  (1) The Town needs to make it a priority to place all draft Development Agreement information on the Town web site at least 3 business days ahead of a meeting;

  (2) Schedule additional meetings with the University Trustees, and

  (3) The Town Council and staff should hold two additional question and answer sessions to explain changes, clarify Town positions, and answer questions.

  The difficulty of planning additional meetings is small compared to the importance of the decision that is being made.

- NRG endorses the April 28th Planning Board recommendations regarding the proposed Land Use Management Ordinance text amendment and to the Development Agreement.

- Recommend adding a section to the Development Agreement labeled "Public Participation" to highlight that the public must be engaged at every step of the process in all the key future decisions that will affect the Town and the neighborhood throughout the build-out of Carolina North. There are four parts to this recommended section:

  (1) That the Mayor and Council appoint a Carolina North citizen's advisory committee that works closely with neighborhoods and communicates through an elected chair to gather neighborhood concerns and bring them back to the Town Council;

  (2) That there be good reporting in a timely manner, and that the reports from the University be provided on the Town's web site;

  (3) That the Town ensures that the public is able to participate in each of the following key decision points during throughout the build-out: Transportation Impact Analysis, Short Range Transit Plan, all key milestones, fiscal analysis, traffic management plans, stream restoration projects; that information for even minor modifications is available on the Town web site; and, that the public is able to know how their input is being utilized or not.

(4) That the Town of Carrboro also be engaged more actively in the transportation planning decisions, and that Carrboro officials be consulted at each of the above decision-making points.

- Loves that public input is mentioned in the agreement, but reality currently indicates that the Town is having trouble getting information out to citizens both in terms of foundational studies as well as memos and information associated with regular meetings.
- After talking repeatedly about "when we get the transit study" and now getting it at the last minute, believe that we are way ahead of ourselves to have just gotten it and already be thinking about taking action on the Development Agreement in just a few short weeks.
- Have seen that a lot of public comments have migrated into the document. We have made a lot of progress and are close, but we are not there yet. Potentially September or October would be more realistic targets to aim for, but not June.

<u>Council Meeting/Work Session, June 8, 2009</u>

Interests Raised by Council Members

- It is important for citizens to understand that the Development Agreement is going to evolve over time and that there are trigger points and there are mechanisms embedded in the document that will dictate what happens in the future. There is also going to be a significant amount of public participation involved, but it is a Council choice with regard to how that citizen involvement takes place. However, public participation is not something that belongs in the Development Agreement. There are many places in the document where is says the Town Manger is going to do this, and he is going to do that, and that a short range transit plan is going to be prepared. So, what does a short range transit plan look like from the perspective of the Town? Believe that the Council should adopt some sort of Carolina North policy that discusses citizen involvement. For example, a short range transit plan would be developed and would go to the Transportation Board, and would go to the Bicycle and Pedestrian Advisory Board, and would go to the Greenways Commission and would have a Public Hearing and the Council would formally endorse it. Need to itemize where there is going to be future public involvement as part of this agreement, it would be very helpful at declaring the Council's intentions going forward. Would be more indicative of all of the Town's processes that incorporate citizen involvement and incorporate it in the final decisions that get made.
- Supports the NRG recommendation that "no later than 6 months after the Development Agreement is adopted, the Town Manager will submit a detailed plan for public notice and participation during the first 800,000 square footage of build-out to the Town Council."
- Why would the Council put into an agreement with the University something that is in the Council's purview to do more or less of? Does not seem to be the University's business. Agree that the Council should provide ample public participation and transparency, but seems that this is a matter of general practice that does not need to be included in the Development Agreement.

- Is it possible that the staff response to the NRG petition be completed prior to the June 16th Council-Trustee meeting? How can these suggestions be considered and incorporated in a timely manner for Council consideration?

Interests Raised by Citizens

- Would like to get further clarity as to whether the NRG's proposed amendments to the Development Agreement have been addressed in the June 4th draft. Would like to get this clarification prior to the Public Information Meeting scheduled for June 11, 2009.
- The NRG has recommended that agreement call for a Carolina North Citizen's Advisory Committee to track and report to Council, to ensure that the public participates in the implementation of this agreement. Based on talks with individual Council members, NRG has decided to withdraw this request and instead bring a petition requesting that the Council map out a plan for involving the public. The NRG agrees that this element is better placed outside the contractual agreement, and would read as follows: "No later than 6 months after the agreement is adopted, the Town Manager would submit a detailed plan for public notice and participation during the first 800,000 square footage of build-out to the Town Council."
- Regarding "safeguards to neighborhoods" issues, the NRG still has a couple of issues that have not been addressed. Prior to the agreement being signed – and this is a contract, and most anything can be put in a contract, so we are not subject to the normal limits of a special use permit – if the University and the Town do not plan to make any eminent domain or takings in the process of building the campus or widening roads, then why not just say so. Why can this not be specified in the agreement? At the very least, would like to see the Town Manager initiate a Public Hearing.

Interests Raised by Citizens (Written)

- The following written information related to the "Public Schools" category was distributed at the June 8th Council Meeting by representatives of the Neighbors for Responsible Growth:

Neighbors for Responsible Growth

Carolina North Development Agreement
Proposed Transportation Amendments

Submitted during June 8, 2009 Town Council Meeting

Issue	Section	6/5/09 draft language	Status	Recommended language	Rationale / Questions
13. Ensure public input throughout Carolina North project	*5.8.11*	Public Notice and Participation. The Town Manager shall take reasonable steps to broadly publicize and provide opportunities for public consultation and participation in all of the transportation analyses and plans mandated by	?	Public Notice and Participation. The Town Manager shall take reasonable steps to broadly publicize and provide opportunities for public consultation and participation in all of the transportation analyses and plans mandated by this Agreement. No later than six months after the Agreement is adopted, the Town	We believe that the Town should build on the strategies that it has used for public participation and input to date. Future plans should include greater advanced notice, more interactive methods, and should leverage online tools and communities.

		this Agreement.		Manager will submit a detailed plan for public notice and participation during the first 800K square footage of build-out to the Town Council.	
14. Ensure accountability	*See Issue #13*		?	Reporting: Make UNC and Town periodic reports available at the Town web site.	Making town reports widely available builds confidence in transparent government.
15. Ensure public participation	*See Issue #13*		?	The Town will ensure that the public participates in each of the following key decision points through public hearings and informational meetings: - Transportation Impact Analysis (TIA), - short-range transit plans - Traffic management plans - Fiscal agreements - other key milestones in the transportation planning process - approval of the construction plans - information on road connections subject to the approval of the Town Manager - approval of stream restoration projects - maintain a list of minor modifications on the Town website - let public know how their input was, or was not, utilized.	The Carolina North citizens' advisory committee would track and report to Council on this list to ensure that the public participates in the implementation of the Development Agreement.
16. Participation	*See Issue #13*		?	Engage the Town of Carrboro more actively in transportation planning decisions by specifying that Carrboro officials be consulted in each of the above key decision points.	The Town needs to establish a mechanism to include elected leaders from Carrboro more fully into transit planning decisions. Partners Transit collaboration needs to be increased.

Public Input/Information Session, June 11, 2009

Interests Raised by Citizens

- What is the latest date that the final version of the development agreement would be made available to the public?
- The Council is getting ready to consider a 20-year agreement that will authorize 3 million square feet of development and the public will not be able to review the proposed LUMO text amendment and the final draft of the agreement at least 7 days prior to the meeting?

- In order to be fair to the public, the final draft of the proposed development agreement should be available to the public at least 3-4 business days prior to the meeting at which it will be considered for adoption.
- The proposed development agreement has been out there in various forms for some time now, and it has been revised in response to citizen comments. At some point the public input ends and a final product is the result.
- While the LUMO text has been fairly solid for about a month, the development agreement has many changes during the last several weeks and it is a binding contract.
- What is the date for the most recent version of the development agreement?
- Under the development agreement process, there is no requirement for public input. Under North Carolina statutes, there are limited requirements regarding public input, including a Public Hearing. Is the meeting on June 15th considered a Public Hearing? If so, are we only going to have two Public Hearings?
- While the development agreement has evolved quite a bit during the last several months, it still seems far from polished and needs additional scrutiny evidenced by the fact that the ink is still drying on several major additions. Can't believe that the Council is seriously considering adopting this important agreement in just a couple of weeks.

<u>Council Public Hearing, June 15, 2009</u>

Interests Raised by Citizens

- It is important to provide opportunities for public input not only now, but for the entire 50-year build-out of Carolina North. Need to keep all records, actions, changes and decisions that are related to the project transparent to the public. Would encourage the Council to investigate and pursue more creative and interesting ways, including new technology, to communicate and interact with the public. The public sometimes grows tired of Public Hearings. Need to get more people involved, and NRG's recent neighborhood meetings and community forums illustrates that better ways of communicating with the public do exist.
- Since the Mayor has shared his perspective that it is the Town's responsibility to engage public input regarding the Carolina North project, and furthermore suggested that the Development Agreement is not the proper place for this language and the initiative for public participation. For this reason, NRG would like to ask the Council to adopt the following resolution as a formal priority of the Town of Chapel Hill:

  > "Whereas citizens should have a say in decisions about actions that affect their lives; whereas effective public participation meets the process needs of all of its participants; whereas public participation communicates to participants how their input was, or was not, utilized; whereas the effectiveness of public participation should be evaluated using appropriate mechanisms and measurements; whereas the Development Agreement for Carolina North sets forth a schedule for future decision points on a wide range of issues related to the development; whereas the notification and participation of residents of the Town of Chapel Hill per these decisions is important to the overall success of the development,

Be it resolved that the Town Manager shall submit to the Chapel Hill Town Council a detailed plan for public notice and participation during the first 800,000 square footage of build-out at Carolina North, no later than six months after the final Development Agreement is adopted."

- Concern about how the process is going to play out over the final week due to the compressed nature of the events. For example, citizens participating in the June 11th Public Information Meeting only learned at the meeting that a newer version of the Development Agreement had been made available earlier that day. Since most of these citizens did not have access to this new version, most of their questions were obsolete at that point. Raises the question as to how the public can stay informed when the Development Agreement is a moving target.
- What is the minimum amount of time that citizens should have to review the final version of the document before the Council votes on it?
- Both the Town and the University have done a good job of incorporating public input. Let's continue to do a good job in this regard, even if it means extending the deadline.
- If the final version of the Development Agreement is not available until Thursday, June 18th, then there will only be two business days to review it prior to a vote. Given how much time and energy all parties have invested up to this point in time, believes that this is not sufficient time.
- Section 4.37 of the Development Agreement discusses Transparency and Public Involvement, and states that "the Town and University shall take reasonable steps to make information about all aspects of the implementation of this Agreement (including required studies, analysis, plans, reports, and applications) fully available for public review." The Development Guidelines are over 50 pages, the TIA is over 280 pages, and the Fiscal Impact is almost 100 pages. To be effective, this information has to be timely and complete, and this has not been the case. Given the magnitude and detail associated with all of these materials, and what is being considered for approval here (a 20 year agreement authorizing the construction of 3 million square feet of floor area), more time is needed.
- Troublesome that the public participation part of this process is a "to be determined" category. Should consider possibly incorporating a board that could monitor this aspect of the project for compliance.
- Believe that much progress has been made, but the Development Agreement is incomplete. Things are close, but the scope is too big. Fatigue and wanting to get this thing done are not reasons to go ahead and approving something that is not ready to be approved. Vital public input is being impeded by the fact that we can't get updates of the document out with enough time for citizens to review them prior to meetings.
- Support the timely approval of this agreement, as it is extremely important to the Town and the University. The main campus is built out, and the future of the University over the next 50 years lies at Carolina North.
- There is a huge amount of good will invested in the Development Agreement. There is a tradeoff between having absolutely perfect public input and getting the job done. Have worked hard to get to where we are, and don't have an infinite amount of time. Need to

have trust in each other and move forward by adopting the Development Agreement on June 22nd.

Interests Raised by Citizens (Written)

- Neighbors for Responsible Growth (NRG) proposes the following resolution to accompany approval of Carolina North Development Agreement:

  Public participation resolution (per Sections 4.37 and 5.8.12)

  Whereas citizens should have a say in decisions about actions that affect their lives; whereas effective public participation meets the process needs of all of its participants; whereas public participation communicates to participants how their input was, or was not, utilized; whereas the effectiveness of public participation should be evaluated using appropriate mechanisms and measurements; whereas the Development Agreement for Carolina North sets forth a schedule for future decision points on a wide range of issues related to the development; whereas the notification and participation of residents of the Town of Chapel Hill per these decisions is important to the overall success of the development,

  Be it resolved that the Town Manager shall submit to the Chapel Hill Town Council, no later than six months after the final Development Agreement is adopted, a detailed plan for public notice and participation during the first 800K square footage of build-out at Carolina North.

<u>Council Meeting, June 22, 2009</u>

Interests Raised by Council Members

- Appreciate time and effort on the part of University officials, Town staff, and David Owens.
- Thanks to the citizens who invested time and hard work in helping the Town make the Development Agreement a document that everyone will benefit from.
- Appreciate the University's commitment to the development agreement process and willingness to work together going forward.
- Thanks to the high quality work by Town and University staff, and exceptional leadership demonstrated by the Town Manager, Town Attorney, Jack Evans and David Owens.
- Appreciate the time and energy invested by Neighbors for Responsible Growth (NRG) to provide valuable input and make the process a better one.
- Thanks to the Town's Advisory Board volunteers and members of the community for participating in this important process.
- As far as the Manager preparing a recommendation regarding a process to implement the continued citizen involvement and participation with Carolina North, want to make sure that the Town continues to use its website for a continual web presence for Carolina North. The website is an important tool to help citizens keep up with Carolina North. Recommend using the table of triggers included in the agreement on the website to help citizens better track things. It is a

huge development and the Town needs to be proactive in helping citizens keep up with everything.

Interests Raised by Citizens

- NRG would like to recognize the Town and the University for making substantial efforts to include the public in the development of the Development Agreement.
- NRG believes that the Development Agreement would have been stronger had more time been set aside for discussion and planning. Feels badly that the Agreement got rushed at the end. Believe that this is especially true for transportation issues, including bike and pedestrian facilities where detailed discussions were put off until the very end of the process. With more time, many of the recommendations in the Agreement may have been evolved into firm commitments and schedules.
- NRG is also disappointed that the compressed schedule of revisions to the Development Agreement, seems to have limited public participation and proper deliberation. So many changes have been made to the Agreement over the last several weeks that it is impossible for the average citizen to understand all of the potential implications. The NRG does appreciate the work that David Owens has done in an effort to shepherd everyone through this revision process.
- Want to remind the Council and citizens that since many critical decisions regarding Carolina North will be made in the future, we must ensure that citizens are represented at the table. This will require a committed, sustained effort by the Council, UNC, the citizen groups that have already provided input, and the new citizens and groups that may come forward in the future.
- NRG looks forward to working with the Town and the University on the priorities identified by NRG outreach efforts with citizens in Chapel Hill and Carrboro: (1) promoting full public understanding of the contents of the Development Agreement and its potential impact on Chapel Hill and Carrboro residents; (2) working with the Council to put together an ambitious comprehensive plan for promoting public awareness and participation; (3) monitoring key aspects of the Development Agreement and recommending changes if they prove to be ambiguous, difficult to implement, or require new solutions; (4) petitioning the Town for a transparent and comprehensive calendar for milestones and triggers as spelled out in the Development Agreement; and (5) collaborating with Town officials on strategies to highlight legislative intent for issues important to future generations of Chapel Hill residents.

<u>E-Mails Received</u>

- I am very concerned that the Chapel Hill Town Counsel and the UNC-CH Board of Trustees continue to disregard citizens' comments and questions presented at the Carolina North hearings/meetings. Though concerns have been presented since September 25th 2008 to this date, none of the publics' comments have been addressed. As elective officials how can the Town Counsel engage in this behavior and claim to represent our best interests? I look forward to your prompt response. It's been months since this issue was first raised.

- I am relocating to the Chapel Hill area and was interested to find out what firm, if any, was contracted to work on the new addition for the UNC campus. Any information would be very helpful.

- The draft proposed development agreement, LUMO text and TIA (with the proposed traffic calming measures) that were supposed to be available this week have not been forthcoming.

  I requested these documents several times (in Microsoft Office format with deltas included) throughout the week and was told they would be ready to review for this weekend. I know that staff is working diligently to meet the schedule Council proposed but they haven't been able to meet the deadline - again. This is not a staff problem but rather a clear demonstration that the schedule is not workable.

  I know reviewing hundreds of pages of Carolina North documents is not the most appealing thing to do on what promises to be a beautiful summer weekend but I don't believe I'm the only citizen interested in going over the latest revisions prior to the June 11th meeting.

  As we near what appears to be Council's deadline for deciding on the weighty Carolina North proposal it becomes vital that the public have full and PROMPT access to these key documents.

  I believe this is just another reason, of many, for delaying the decision until: 1) all the documents are essentially complete, 2) the public has had 60 days to review/digest/respond to the proposals and 3) an additional few public hearings are held to deal with the sticking points.

  Beyond that, considering that a careful review of UNC's proposed design guidelines has not been done, the disparities in the fiscal equity study remain unresolved and the TIA is only partially complete (and, like the fiscal equity study, has several contentious points), I do not understand how Council can justify the rush to approve the first phase of Carolina North.

  If Council does plan to bring the process to a conclusion soon then the only prudent course is to reduce the scope of this agreement to 5-7 years and less than 1M sq/ft. of both building and supporting infrastructure build-out.

- In reviewing Monday, June 8th's agenda I notice a few discrepancies. The agenda states in item #2: "Public Forums and Hearings: None." But in item #11, the Council plans to continue its work on Carolina North "Council Work Session on Carolina North. (Staff Presenter: Roger Stancil, Town Manager)"

  The item also claims that "(Supporting materials will be posted on the Town's website on Friday by 5 pm)".

  A question and a small comment.

  The Council has invited public comment as part of their work sessions prior to this, when, if at all, will the public have time to address Council on issues involving agenda item #11?

  As far as the supporting materials, I would like to thank Gene and the rest of staff for getting me as much material as promptly as possible. That said, delivering the documents at the end of the week, slightly late, does not serve the public well. There are a number of follow up questions that I and others have (and probably will continue to have) on the materials presented.

  Who is the public to call on over the weekend to answer these questions? I know I have received answers from staff outside of working hours, very commendable on their part, but that is a burden we shouldn't be placing on them.

As we near Council's self-imposed deadline to approve Carolina North it has become quite clear that the current agreement will require even more diligence and work from staff to shape up.

Flat out, I don't believe it can be shaped up by the July deadline.

To be clear, this is not a staff problem, this is a schedule problem.

As both a manager and an executive officer of companies I've worked at, I had to push back on my bosses' schedule - tell them that to get a good end-result more time was required. I believe that folks will support you if you "push back" on Council and tell them what is obvious, at least from this former managers perspective - our staff just hasn't had the time to adequately incorporate public input, review and publish their thoughts on UNC's proposed designs for CN or perform other vital work to make the agreement something we can all live with.

- Please give the citizens of Chapel Hill at least 60 days to review the Carolina North agreement before you consider signing it. Thank you.
- Dear Mayor Foy, Council Members,

  Rather than send you a completely new version of the recommendations that Neighbors for Responsible Growth submitted during last Monday's Council meeting, we thought it might be easier for you to review this brief addendum updating you on a few key changes reflecting the most recent version of the Development Agreement:

  1. Transportation improvement triggers: Items #1 and #3 in the NRG recommendations call for triggers that tie transportation improvements to level of service for roads or to building occupancy. We learned late last week that this issue is being addressed by linking the schedule for transportation improvements to each site building permit. We will be asking for some clarifying language tonight and will be proposing a resolution that clearly spells out the intent that we hope will govern these site permit negotiations.
  2. Public participation: Since your discussion last Monday questioning the appropriateness of putting public participation planning language in the Development Agreement, we have drafted a separate resolution that would address this issue outside the DA.

  Drafts of the two resolutions mentioned above are attached.

  See you tonight. Thanks, as always, for your hard work!

  [Note: Above-referenced attached resolutions follow below.]

  <u>Proposed resolutions to accompany approval of Carolina North Development Agreement</u>

  Neighbors for Responsible Growth - June 15, 2009

  Transportation resolution (per Section 5.8.14)

  Whereas the schedule for transportation updates must be approved before the issuance of all new site building permits at Carolina North, pursuant to Section 5.8.14 of the Development Agreement; whereas Chapel Hill citizens and all individuals accessing Carolina North are best served by a transportation planning process that anticipates, rather than reacts to points of failure,

  Be it resolved that officials representing the Town of Chapel Hill in decisions about the terms of site building permits issued for Carolina North pursuant to Section 5.8.14 of the Carolina North

Development Agreement shall strive to ensure that all transportation improvements necessary to mitigate anticipated points of failure within the Transportation Impact Analysis study boundary are fully implemented before occupancy of a new building.

Public participation resolution (per Sections 4.37 and 5.8.12)

Whereas citizens should have a say in decisions about actions that affect their lives; whereas effective public participation meets the process needs of all of its participants; whereas public participation communicates to participants how their input was, or was not, utilized; whereas the effectiveness of public participation should be evaluated using appropriate mechanisms and measurements; whereas the Development Agreement for Carolina North sets forth a schedule for future decision points on a wide range of issues related to the development; whereas the notification and participation of residents of the Town of Chapel Hill per these decisions is important to the overall success of the development,

Be it resolved that the Town Manager shall submit to the Chapel Hill Town Council, no later than six months after the final Development Agreement is adopted, a detailed plan for public notice and participation during the first 800K square footage of build-out at Carolina North.

- Mayor Foy and Council Members:

  I feel that the importance of two substantive issues could be lost amidst the flood of comments that I hope you receive on the Carolina North Development Agreement, so I have chosen to write instead.

  I am very concerned, troubled, worried, and shocked at the amount of parking proposed for the project. As an outstanding university supposedly creating a sustainable transit oriented development, UNC is failing to demonstrate the capabilities and imagination necessary for that vision to be a success. Concrete plans should emphasize transit before laying the first brick. Creating a Carolina North culture of auto use that tries to make the switch over to transit later will not work. Is it the University plan to bulldoze the asphalt of parking areas as transit use increases in their scenario? If not, there will never be an incentive to use transit.

  Secondly, it is important to reschedule the approval of the Development Agreement until after the summer. Even the Planning Board did not have an opportunity to review the final version, much less the citizens of Chapel Hill, who will be most affected. For a project of this magnitude, this is hardly asking too much. The new Sustainable Community Visioning Task Force will be presented with Carolina North as a done deal before they start their process. The unseen benefit of the present day economic environment would not make a delay result in any negative outcomes. However, it would give everyone an opportunity to consider the results of years of work before it is cast in stone.

  I appreciate the weight of all decisions regarding Carolina North that is on your shoulders. It truly is an awesome responsibility. Unless all doubts and questions are settled in each of your minds, I would urge you to not be pressured into a vote. Del Snow

- Mayor Foy and Town Council:

Deepest thanks to you all, plus the town staff, for all the work that has been required to move forward the Carolina North Agreement. I very much appreciate all the open meetings, the making space for citizen input, even at the Council/Trustees meeting, and for making the videos of meetings available on the town website. And kudos to all for the Livability Award!

I am writing to strongly encourage you to delay signing the Carolina North Agreement. I do understand that there are significant costs to changing the time frame. I'll list what I understand to be outstanding issues, with apologies for my inadequate understanding of the technical, political, and legal constraints/terrain. Generally my concerns center around the University's desire to keep language vague and time horizons long.

As regards citizen input going forward, I agree with the NRG proposals for a more dialogue-centered form of input, with adequate lead time for materials to be processed and time to be made on calendars, as well as the understanding of the "finite resource" of citizen attention and participation. This really extends, perhaps even more importantly, to the finite resources of the time, energy, and focus of the Mayor, Council, Manager, Town Planning Department and other staff. In this vein, I don't understand why the Visioning project was attempted just as this Carolina North Agreement was in its final throes.

Once the Carolina North agreement is signed, the Town loses much of whatever leverage it may have with the University going forward on this hugely consequential project. Now that so much progress is being made on detailed revision of the agreement, it seems to me taking some extra weeks to finalize it would be very wise.

- To the Town Manager, Mayor and Town Council:

  The Carolina North Development Agreement between the Town of Chapel Hill and UNC Chapel Hill must be passed Monday, June 22, 2009.

  The Leadership Advisory Committee (LAC) met and discussed Carolina North from March 2006 to January 2007. Some of the same people who were on that LAC are today three years later still complaining that they "need more time" to review the conditions set out in the Development Agreement. Like Ken Broun for the LAC, Professor David Owens for the Development Agreement has worked attentively and diligently to hear and derive consensus at frequent meetings. Compromises have been made over three years time on virtually every discussion point.

  A Carrboro Alderman who argues for public transit and restricted car travel made accident headlines on a weekend while driving his personal vehicle rather than traveling on a bus. A Chapel Hill Planning Board member continues to argue for delay ("Concrete plans should emphasize transit before laying the first brick." Del Snow, Chapel Hill News, 6-21-09, P.A4) though she has told me she travels by personal car to a daytime destination near a bus-stop because she "doesn't live in a transit-oriented community." Are there other Chapel Hill residents who believe newcomers can have their mobility restricted in ways that do not apply to current residents?

  Several of the primary actors who repeatedly argue for death by delay seem to have no understanding of the business of physically building and maintaining a public venue. Jack Evans, executive director of Carolina North, has stated several times that the partner for the UNC

Innovation Center is ready to start at a near date, and UNC risks losing this business relationship if the deadline is not met.

After fifteen years of presentations and three years of intense negotiations with the Town, there is no reasonable argument to delay the mutual acceptance of the Carolina North Development Agreement for the mutual benefit of Chapel Hill and UNC.

Joseph DeSimone has developed worldclass nano-technology at UNC and wants to continue while mentoring the next generation.

Etta Pisano has developed new breast cancer techniques which the NRG leader, Town officials, and any and all of us should wish to see encouraged in an expanded UNC business incubator.

And there are other UNC researchers like them awaiting the Innovation Center.

The UNC Law School must be rebuilt and relocated.

Listen to reason rather than to dilatory strategists. Accept the Carolina North Development Agreement at your June 22, 2009 Town Council meeting.

C. Communication

Council-Trustees Work Session, September 25, 2008

Interests Raised by Council Members

- The Town should establish a separate web page for this topic and process.

Interests Raised by Citizens

- Need to integrate the broader community in the review process, not just established neighborhood groups, etc.
- The Town and University have an obligation to seek out people in the community and request opinions, and then document that feedback and how it has been incorporated.
- Get information on the Town's web site, and send out press releases for future meetings.

Chapel Hill Town Council Meeting, October 15, 2008

Interests Raised by Council Members

- Opportunities to provide for meaningful public input may necessitate delaying a decision beyond June 2009.
- Need to provide informal informational opportunities for citizen comments outside of normal Council meetings.
- Issues with development projects only become available a few days before the project comes before the Council; would be nice if the web site could be used to make information available well in advance of meetings.

Interests Raised by Citizens

- Complete information on the traffic congestion, public health and safety impacts on neighborhoods surrounding the proposed Carolina North development should be collected, made publicly available, and fully considered before any decision is made regarding Carolina North.
- The results of the traffic impact analysis, the long range transit plan, and other pending studies should be publicly shared, discussed and serve as the basis for identifying strategies to minimize neighborhood impacts to the greatest extent possible.
- Concern about ex parte communications - need to have transparency.
- Have a list of "Frequently Asked Questions" on Town web site, and any question that a citizen raises and its answer should be kept on the Town's web site.
- Community involvement is critical, and many Town citizens are not aware of what is being considered at Carolina North.
- Place a tracking and notification process on the Town's web site, whereby citizens could register to be regularly notified of Carolina North-related activities and events.

<u>Council-Trustees Work Session, October 22, 2008</u>

Interests Raised by Council Members

- Provide regular updates to Town Advisory Boards on an ongoing basis, rather than depending on just the informational meetings and/or providing the information all at once immediately prior to needing a recommendation.
- What is the nature of the Informational Meetings? Would the Council attend? Information to be provided?
- Summaries of Informational Meetings will be available for consideration by Council and Trustees at subsequent meetings?

Interests Raised by University Participants

- Have staff bring each issue to a joint work session for discussion, with a summary reflecting work of the Horace Williams Citizen Committee (HWCC) and the Leadership Advisory Committee (LAC), and an assessment as to whether or not consensus has been reached on that respective issue.

Interests Raised by Citizens

- Prepare a glossary for the Town web site to define terms such as LUMO (Land Use Management Ordinance).
- Support for two public comment periods during each joint work session.

- Need to include representatives from Chapel Hill-Carrboro Public Schools and Orange County Public Schools and perhaps other community service providers (e.g. OWASA).

Council-Trustees Work Session, November 18, 2008

Interests Raised by Council Members

- Can we keep a spreadsheet of the questions and answers?
- Responses to questions at meetings need to be on the website as soon as possible.
- What happened to the questions that were asked at the last meeting?
- The group needs more time for public comments. Suggestion that 20 minutes at the start of the meeting and another 20 minutes at the end of the meeting would be more desirable.
- Purpose of public information sessions are to make sure that everyone has enough information to be fully informed so as to help the Town and University make good decisions regarding the future of Carolina North.

Interests Raised by Citizens

- Concern that public input received thus far has not been posted on the Town's website. Will the questions raised by the community be put on the website?
- The Chancellor has noted that the Fiscal Impact Study and Transit Study are on the way. Would like to request that as soon as these studies are released that they be immediately made available to the public, even if the Council is not in session.
- Request that at least the questions being asked at these various meetings be acknowledged by being listed on the Town's website, preferably with answers.
- Appreciate the opportunities for public comments at both the beginning and end of joint Council-University work sessions.

Public Education Session, November 19, 2008

Interests Raised by Citizens

- What is the plan for addressing the questions and concerns raised by the public? There have already been at least three Carolina North-related meetings, and it does not appear that any of these questions and concerns have been posted on the Town's web site.
- A great University should create a great product with opportunities for public input. Accordingly, the Town and the University have created a framework with multiple opportunities for public engagement by the community. Disappointed that more advisory board members and Town citizens are not in attendance.
- We need to do everything we can to encourage more participation and more input – please bring everyone you know to these meetings. All you have to do is look at all of the development

activity on the main campus during the last five years to understand why the community should care about what happens in the coming years at Carolina North.

- All of the comments made over the past 10 years, do they need to be resubmitted, or is that record being considered by Council?
- If you have previously made comments to the University, and the concerns were not addressed in the University's most recent proposal, then assume you should come back and repeat your comments?

Council-Trustees Work Session, December 3, 2008

Interests Raised by Council Members

- Citizen comments – are we answering them and cataloging them from meeting to meeting?
- Meeting notes and citizen comments should be posted on the website next to the meeting agenda for easy reference.

Interests Raised by Citizens

- More input from the Orange County BOD and other interested parties should be considered as part of this ongoing process.
- Questions and answers from the meetings are not making it online.
- Appreciates the agenda getting online.
- Need to provide the manager with the resources to get the material out there in order to get the community involved in this process.

Council-Trustees Work Session, January 14, 2009

Interests Raised by Council Members

- Is the staff cataloging and keeping track of citizen comments and questions raised at Carolina North meetings?
- Provide larger reproductions of the University's PowerPoint presentations.
- Work sessions are intended to be informal meetings that create a forum for public input.
- How does the Town use the feedback that it receives? Very frustrating when citizens make comments and then feel like their feedback is not being utilized.

Interests Raised by Citizens

- The University and the Town have the rare opportunity to set the example by building a campus that will be a model for generations to come. The Town has a critical role in achieving the necessary standards to shape and guide this development. The public discussion that should be

taking place has not occurred. Need to notify and engage the public before an agreement is reached. There is no rush. Need to rethink the schedule and consider other ways to engage the public in the discussion.

- Please automatically publish any emails that come to the carolinanorth@townofchapelhill.org email address on the Town's website.
- Will the citizens get to see the draft development agreement? Are tweaks going to be allowed? Will public comments change the draft? Is often a case of rapidly solidifying concrete by the time that such proposals reach the public, and thus vital public commentary has little impact on the final outcome.
- Really need to get the public involved. Please encourage other folks to attend the meetings. Recommend getting materials, including the soon-to-be-released fiscal study, posted on the web site.

Council Meeting, January 26, 2009

Interests Raised by Council Members

- The issue of land preservation is shaping up to be a big sticking point, and it would be desirable to get as much feedback from the public as possible on this issue.
- What is the process for responding to the citizen questions and comments that we have received thus far?
- The comments that the Council is receiving do matter, and there is concern that the some will assume that the Council has made up its mind and that public input is not important. The Council has not made up its mind, and welcomes additional comments and encourages more participation in the Carolina North planning process.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- When will the comments from this meeting be available?
- It is good to involve the public, but it is hard to react when you do not know exactly what is being proposed.
- Have Town staff put the Group 1 issues and associated comments, as well as any consensus with the University that has been reached, on the Town's web site for citizens to react to.
- It would be helpful if staff could put more information on the web site prior to the meeting so that citizens can review this information in advance and then come to the meeting prepared to speak, rather than having to react on-the-spot at the meeting.
- Would be nice to have all questions that have been asked listed on the Town's web site so that citizens could review and realize that their comments do matter.

- Have been attending meetings faithfully and reading everything available regarding the planned development. Have been involved with writing and circulating a petition of concerns. It has not been easy to follow this process - or the associated content.
- We all would like more citizen input. We'd like to hear from the people whose lives are going to be affected - by traffic, air and noise pollution, light pollution, decreased green space. But the community needs more information to wrap its mind around. The traffic and transit study, the fiscal impact study, would give something to react to. A web log or centralized comment page would provide a visible place for such discussion.

Interests Raised by Citizens (Written)

- Need to provide opportunity to comment on Group I issues
- Recommend improving the process by (1) making group issues and "draft concerns" available online and before public meetings, (2) making comments available to public so others can see them, and (3) sharing latest draft of development agreement provisions <u>before</u> public meetings

<u>Council-Trustees Work Session, February 11, 2009</u>

Interests Raised by Council Members

- Regarding the compilation of questions and comments on the Town's web site, what is the relationship between these questions/comments and the answers they are getting at a staff level, and how are these issues going to be identified and addressed by the Town Council? Confused as to when discussions on various topics like public art and fiscal equity are going to occur, and generally feeling disconnected with where the questions are going at the staff level.
- Questions and comments from citizens will not be responded to, but rather will be able to point to where the particular comment or question is addressed in the development agreement.
- Important to recognize that the draft text amendment for the new zoning district and the draft of the development agreement have not been reviewed by the Council, thus need to be careful how these draft documents are described and represented at the upcoming public meetings.
- Will the Council be able to have more detailed discussions regarding vehicles and parking after receiving the Traffic Impact Analysis?

Interests Raised by Citizens

- Challenge the committee and both the Town and the University to get information out sooner, rather than right before a meeting.
- Need to keep the public informed with the latest information.
- Thanks for making the January 29th public information session a successful and interactive opportunity for citizens.
- This process and the associated issues are very complicated. What do you comment on? Hard for the public to follow. Important to emphasize the meetings that are most important for the

public to get to. The matrix of meetings on the Town's website is completely overwhelming to the public.

- What is going to be done with the public comments? Where do they go? Do they go to the staff? Do they inform the staff regarding the recommendations they make to the Council? Or, do they go to the Council?
- Recommend including work sessions on specific topics, so that the public can come to a meeting and be able to react to something specific. Give specific bullet points so that citizens know what to focus their attention on. Right now, it is very hard for the public to know what to react to.
- The staff process is very opaque. It is hard to tell why so many elements have been moved or not put in tonight's document like housing or lighting. Some things have been totally missed like noise. The draft only talks about construction noise. But what about the chiller plant, Mason Farm, etc.? Noise is not just about construction and needs to be more completely addressed.
- The PDF document on the website is a really poor format for sharing the public's questions and comments. Need to get more creative in how the staff makes this information available.
- In terms of the key documents, need to redline draft documents so that everyone can tell what has changed from one version to another, and also should provide specific reasons why something changed.
- Still not getting email notifications regarding updates.
- Need more frequent updates. Make a commitment to update and publish the draft document once every week with all the changes that have been made.
- Open records request – (1) would like to see every email that a citizen has sent to the Carolina North website, and (2) would like to see every work product that the staff has generated in the last 2 months that relates to the development agreement and transit study.
- Discussions need to be reality-based not faith-based. Citizens need the numbers and complete information to give constructive input and help to help make decisions.

<u>Public Input/Information Session, February 19, 2009</u>

Interests Raised by Citizens (Verbal)

- Has the Town staff started answering all of the questions and comments received yet? If not, at what point will the questions be answered? Will they be grouped by topic and answered?
- A petition was circulated amongst the various neighborhoods along Piney Mountain Road as part of the Innovation Center Special Use Permit Public Hearings. There were a number of questions raised in this petition. Have these questions been incorporated into this discussion or do they need to be resubmitted?
- When white PowerPoint slides are utilized for presentations at these meetings, they are not viewable on television. Please do not use white backgrounds for such slides in the future so that viewers at home will be able to read the illustrated information.

- There are questions and comments that have not been included and are missing from the notes and draft documents. If you need more manpower, please tell us. Every question needs to be acknowledged, even if you do not intend to answer it.
- There is too much information for one person to consume when walking around the room, and most people are not even here at the meeting.
- Would be helpful to the public to have some visualization as to the amount of square feet being proposed by the University. Is it like South Point? University Mall?
- Effective processes recognize public input and acknowledge how it was or was not utilized and why. Not acknowledging issues that have been raised is not appropriate.
- Need to communicate to the public when discussion will occur on the issues that are not being discussed at this work session.
- Would like to see more input from the University community, and the opportunity to also incorporate those ideas into the proposed development.
- Important to include metrics in human terms that citizens and University staff can understand.
- Would like to see more efforts to hold meetings and gather broader input from a broader community that includes University staff and students.

<u>Council-Trustees Work Session, March 11, 2009</u>

Interests Raised by Council Members

- The calendar is showing the period from April 1 to April 23 as Town advisory board meetings and it is not clear what they will have to look at as there are certain deliverables that are still out there (e.g. TIA). What is supposed to be available for discussion? We need to be more systematic about getting things to advisory board members for discussion. Also need to make sure that advisory board members are aware of the information that is currently available.
- Advisory board members are an important part of robust citizen participation and we should be disseminating whatever draft information is available to them so that they can start reviewing it.
- Need to be sure to provide appropriate background information to advisory board members.

Interests Raised by Citizens

- Request that the staff send out reminders to advisory board members regarding the April 1st meeting, and ask for an indication as to who will attend so they take it more seriously and mark it in their calendars.

<u>Council Meeting, March 23, 2009</u>

Interests Raised by Council Members

- Encourage citizen participation and feedback as the Town Council gets ready to make a decision on this important proposal.

Public Input/Information Session, April 1, 2009

Interests Raised by Citizens

- Please provide a schedule that lists the dates for Advisory Board review to all Advisory Board members.
- Given that many of the Advisory Boards only meet once a month, and given the tight timeline for Advisory Board review and comment, what type of response can Advisory Board members anticipate regarding questions?

Council-Trustees Work Session, April 22, 2009

Interests Raised by Council Members

- Respectfully request that all agenda items be received at least 24 hours prior to a meeting. Is disconcerting to come to a meeting with University representatives and not have had the information for at least 24 hours before the meeting. If there are any changes/updates that need to occur after the agenda has been sent out, then they should be provided in paper form.

Interests Raised by Citizens

- Important to think about how the Council is going to incorporate public comment from the upcoming Public Hearings into the outcome, especially since we are signing off on a lot here and it is all pretty general right now.

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- Is there any way other than the annual report, to use the Town's online internet resources to let people know what is happening after 6 months (so many buildings have been reviewed, etc.)? Citizens will want to see what is happening. Would be nice to have more information and provide greater transparency several times throughout the year rather than just once a year. Would be nice if we had a "living document" to share information at regular intervals.
- Perhaps when the Town Manager receives an application for Carolina North Site Plan Review, it could be posted on the Town's website?

Interests Raised by Citizens & Advisory Board Members

- Make sure that ongoing public participation is ensured within the Development Agreement.

- Engage in comprehensive transportation planning by (1) where appropriate, incorporate as many of the NRG recommendations as possible into the Development Agreement, and (2) the Town and University should provide feedback on all recommendations. If a recommendation is not approved, then citizens deserve to know why.
- Understand that roads will need to be widened and turn lanes will need to be added. Would like to make sure that citizens are aware in advance before such transportation improvements occur.
- Public participation requirements should be developed around each Transportation Impact Analysis (TIA), Short Range Transit Plan (SRTP), Transportation Management Plan (TMP) and other key milestones in the transportation planning process.
- The Mayor of Chapel Hill should appoint a citizen liaison to coordinate communication between local neighborhoods, the Town and the University on issues pertaining to Carolina North development. Re-appointment would be reconsidered annually with input from the public and the Town Manager.
- The Town and the University should adopt additional strategies for engaging the public at key points during the Carolina North build-out, including more emphasis on interaction and discussion during public meetings, leveraging social networks and other online resources, focusing events on specific topics, and exploring alternative times and locations.
- Transportation planning should be more transparent. Relevant information should be shared as early as possible and it should be clear how key decisions are being made and what other options are being considered. The public should have opportunities to learn enough about the variables used in transportation planning to develop an appreciation for how changes to those variables will affect outcomes. Online tools should be explored that allow some degree of public interaction with the planning projections and assumptions.
- The Town should involve citizens and neighborhood groups such as NRG in the formulation of specific public participation activities, both before and after the adoption of the Development Agreement.

<u>Council-Trustees Work Session, May 21, 2009</u>

Interests Raised by Council Members

- When will the packet of materials for the June 8th Council work session arrive?
- Would like for the public to have access to the documents for the June 8th Council Work Session and the June 15th Public Hearing no later than the Friday before each meeting.

Interests Raised by Citizens

- Neighbors for Responsible Growth (NRG) supports a clear and transparent process for the community to engage in. NRG is concerned that the public did not know about the May 19th draft of the Development Agreement until yesterday. The University and the Town cannot expect to elicit comment from the public if the terms under discussion are not shared until the

day before a public meeting. Recommend that the Town take the following steps to improve the public process:

(1) The Town needs to make it a priority to place all draft Development Agreement information on the Town web site at least 3 business days ahead of a meeting;

(2) Schedule additional meetings with the University Trustees, and

(3) The Town Council and staff should hold two additional question and answer sessions to explain changes, clarify Town positions, and answer questions.

The difficulty of planning additional meetings is small compared to the importance of the decision that is being made.

- Recommend adding a section to the Development Agreement labeled "Public Participation" to highlight that the public must be engaged at every step of the process in all the key future decisions that will affect the Town and the neighborhood throughout the build-out of Carolina North. There are four parts to this recommended section:

  (1) That the Mayor and Council appoint a Carolina North citizen's advisory committee that works closely with neighborhoods and communicates through an elected chair to gather neighborhood concerns and bring them back to the Town Council;

  (2) That there be good reporting in a timely manner, and that the reports from the University be provided on the Town's web site;

  (3) That the Town ensures that the public is able to participate in each of the following key decision points during throughout the build-out: Transportation Impact Analysis, Short Range Transit Plan, all key milestones, fiscal analysis, traffic management plans, stream restoration projects; that information for even minor modifications is available on the Town web site; and, that the public is able to know how their input is being utilized or not.

  (4) That the Town of Carrboro also be engaged more actively in the transportation planning decisions, and that Carrboro officials be consulted at each of the above decision-making points.

- Loves that public input is mentioned in the agreement, but reality currently indicates that the Town is having trouble getting information out to citizens both in terms of foundational studies as well as memos and information associated with regular meetings.

- Have seen that a lot of public comments have migrated into the document. We have made a lot of progress and are close, but we are not there yet. Potentially September or October would be more realistic targets to aim for, but not June.

<u>Council Public Hearing, June 15, 2009</u>

Interests Raised by Citizens

- The Town and the University have achieved a new level of effective negotiation, one that is unusual and historical in nature for both the Town and the University. Would hope that a new level of trust and credibility has emerged from this joint process that will usher in a new era of Town-Gown relations. Hopefully this groundwork and good will is a resource that can be drawn

upon time and time again in the future to help solve future Town and University problems and resolve future misunderstandings and needless conflicts.

- It is important to provide opportunities for public input not only now, but for the entire 50-year build-out of Carolina North. Need to keep all records, actions, changes and decisions that are related to the project transparent to the public. Would encourage the Council to investigate and pursue more creative and interesting ways, including new technology, to communicate and interact with the public. The public sometimes grows tired of Public Hearings. Need to get more people involved, and NRG's recent neighborhood meetings and community forums illustrates that better ways of communicating with the public do exist.
- It has been hard to follow changes in the documents due to renumbering.

Council Meeting, June 22, 2009

Interests Raised by Council Members

- As far as the Manager preparing a recommendation regarding a process to implement the continued citizen involvement and participation with Carolina North, want to make sure that the Town continues to use its website for a continual web presence for Carolina North. The website is an important tool to help citizens keep up with Carolina North. Recommend using the table of triggers included in the agreement on the website to help citizens better track things. It is a huge development and the Town needs to be proactive in helping citizens keep up with everything.

Interests Raised by Citizens

- NRG would like to recognize the Town and the University for making substantial efforts to include the public in the development of the Development Agreement.
- Want to remind the Council and citizens that since many critical decisions regarding Carolina North will be made in the future, we must ensure that citizens are represented at the table. This will require a committed, sustained effort by the Council, UNC, the citizen groups that have already provided input, and the new citizens and groups that may come forward in the future.
- NRG looks forward to working with the Town and the University on the priorities identified by NRG outreach efforts with citizens in Chapel Hill and Carrboro: (1) promoting full public understanding of the contents of the Development Agreement and its potential impact on Chapel Hill and Carrboro residents; (2) working with the Council to put together an ambitious comprehensive plan for promoting public awareness and participation; (3) monitoring key aspects of the Development Agreement and recommending changes if they prove to be ambiguous, difficult to implement, or require new solutions; (4) petitioning the Town for a transparent and comprehensive calendar for milestones and triggers as spelled out in the Development Agreement; and (5) collaborating with Town officials on strategies to highlight legislative intent for issues important to future generations of Chapel Hill residents.

Summary of Key Interests by Category

The following pages provide a summary of comments/questions by individual categories. These categories represent subjects that will need to be discussed and addressed as part of finalizing a Development Agreement. The following list of categories was generated by interests expressed in the January 28, 2004 Horace Williams Citizen Committee Report and the January 2007 UNC Leadership Advisory Committee. These categories are as follows:

1) Scale of Development Approved;
2) Uses Permitted;
3) Mix of Uses;
4) Housing;
5) Preservation of Open Space and Natural Areas;
6 & 7) Stormwater Management and Utility;
8) Transportation: Transit, Parking, Streets, Sidewalks;
9) Fiscal Impacts;
10) Energy Conservation and Carbon Credits;
11) Water Use, Reuse, and Reclamation;
12) Design Standards and Public Art;
13) Police, Fire, and EMS Services and Facilities;
14) Public Schools;
15) Recreation Facilities;
16) Greenways;
17) Historic and Cultural Features;
18) Solid Waste Management;
19) Landfill Remediation;
20) Stream Buffers;
21) Trees & Landscaping;
22) Sedimentation;
23) Neighboring Lands, Compatibility, Buffers;
24) Noise;
25) Lighting;
26) Existing Conditions;
27) Annual Report; and
28) Schedule of Triggers and Thresholds for Actions.

We have also added an "Other" category for questions/comments that do not fit in one of the above categories.

We provide the following summary of these questions/comments that are specifically related to issues that need to be addressed by a Development Agreement:

1. Scale of Development Approved

Chapel Hill Town Council Meeting, October 15, 2008

Interests Raised by Citizens

- Both the Town and UNC need to recognize that there may very well be a point where the cumulative impact of the University may permanently alter the quality of life and character of the Town.

Council-Trustees Work Session, October 22, 2008

Interests Raised by University Participants

- Need to identify the critical mass and relevant thresholds that need to be linked to various infrastructure improvements.

Council-Trustees Work Session, November 18, 2008

Interests Raised by University Participants

- University has tried to listen carefully regarding comments about density, height and the desire for an urban edge along Carolina North's Martin Luther King Jr. Boulevard frontage.
- Need to plan for the future, but need to focus on the pace of development, not points in time. Need to talk about the critical mass they are creating and a transportation plan that evolves with the development over time.

Interests Raised by Citizens

- Regarding building heights, the University has previously mentioned human-scale buildings (3-5 stories), but the current proposal talks about up to 8-story buildings in the center of Carolina North. Need to further discuss building height and density and be very specific regarding these issues.
- Why was the expansive nature of the University's proposals not discussed? Have grown from 3 to 8 story buildings, and parking areas look more expansive than before.
- Concerned about University's interest in performance based rewards. The Town needs to understand smaller incremental inputs and associated community benefits and/or rewards. Need metrics for these rewards. Should have a detailed list regarding what the community gets and what the threshold is for receiving each reward.
- Carrying capacity concept is important – it is not clear what the cumulative incremental impact is as buildings get built and the number of trips and transit riders increase, the amount of water usage increases, etc.

Public Education Session, November 19, 2008

Interests Raised by Citizens

- Concerns about shifts in proposed development – after discussion regarding smaller buildings (3 stories) in earlier versions of the plans, now 8-story buildings are being proposed.
- Hope that Carolina North does not turn Chapel Hill into something resembling New Jersey South.

Council-Trustees Work Session, December 3, 2008

Interests Raised by Council Members

- What does 1.5 million square feet of development look like – what is an example of this quantity of development?
- How long does the University anticipate that it would take to build 1.5 million square feet of development at Carolina North?
- Hard to discuss the amount of development program that is appropriate without having the results of the transit study, and knowing what types of contributions to Chapel Hill Transit might be involved.
- For an initial draft of the development agreement and the first phase of the development, how about starting with 3 million square feet, a 10-year term, and including 100 acres.

Interests Raised by University Participants

- University is willing to have the whole tract (all of the Horace Williams tract that is in Chapel Hill's jurisdiction) subject to the new zoning district that requires a Development Agreement in order for development to occur, assuming that the University can get a sufficient amount of floor area approved for the 230 acres that is proposed for development. The remainder of the tract that is not currently proposed for development can be preserved as open space for the next 50 years, but not longer.
- Would like to be able to go ahead and get zoning in place that approves 8-9 million square feet of development via an approved Development Agreement between the University and the Town.
- The more square footage included in the Development Agreement, the greater the proffers that the University can offer the Town as part of developing Carolina North.
- The Law School is not going to go on Martin Luther King Jr. Boulevard. The Law School does not want to be on Martin Luther King Jr. Boulevard. This is not the right setting or location for a Law School. The University is looking to put higher density development along Martin Luther King Jr. Boulevard, in accordance with the Town's recent input regarding significant densities along this frontage.
- Interested in the initial draft of the Development Agreement including 135 acres (the amount of acreage occupied by the illustrated footprint for the initial 3 million square feet). Also, would like to have up to 20 years to actually construct this initial 3 million square feet.

Interests Raised by Citizens

- Carolina North will have ripple effects of large scale changes in population, density and housing, that will not just affect Chapel Hill, but will also affect central and much of western Orange County. Need to be cognizant of these concerns on behalf of the greater community.
- Carolina North is a chance to learn from our mistakes on the main campus and get everything right.

Council Work Session, January 10, 2009

Interests Raised by Council Members

- What phasing is realistic for the University? Need to work out this issue and determine what phasing works towards a vibrant community.

Council-Trustees Work Session, January 14, 2009

Interests Raised by Council Members

- Concern about very tall buildings and lack of open space preservation are key reasons why the Town Council has felt on many occasions that it is best to keep the zoning low. The Town typically makes people come in and ask for a rezoning so that the Town is in a position to get things it wants for the community in exchange for increasing the amount of development allowed on a site by zoning. If there is no protection for the remaining 750 acres, then how does the Town protect itself from absorbing the type of density that the University is considering on the first 250 acres from spreading over the entire site? It does not seem that this level of development is good for the Town or the University.

Interests Raised by University Participants

- Have sought to shift discussion from "time" of development to "stage" of development. Mid-Stage of the proposed development includes approximately 3,000,000 square feet.

Interests Raised by Citizens

- Will there really be 20-story buildings at Carolina North? If so, will they be visible from Martin Luther King, Jr. Boulevard?

Council Meeting, January 26, 2009

Interests Raised by Council Members

- Some Council members cannot support the level of density proposed at Carolina North is not acceptable without appropriate accompanying open space preservation.

- Discussion of 8 to 12 story buildings at Carolina North is not the way for the Town to grow. Cannot in good conscience expose the citizens of Chapel Hill to that level of density and impact without any promise of permanent land preservation. The community would not be well served to allow this type of density to occur throughout the entire portion of the Carolina North tract that is located in the Town's jurisdiction.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- Support a high level of commercial development that supports not only people on the immediate campus, but also those who live in immediate neighborhoods who could walk or bike to such shopping opportunities.

Interests Raised by Citizens (Written)

- It is good to see that the proposed development will be dense and leave maximum green space.
- Height pollution a concern
- Since the Innovation Center, the gateway to Carolina North, is not actually a UNC building, is its footprint included in the 228 acres of Phase I?
- Are we accounting for and measuring the footprint of the proposed development continuously and rigorously?

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Verbal)

- Would be helpful to the public to have some visualization as to the amount of square feet being proposed by the University. Is it like SouthPoint? University Mall?
- Concern about setbacks, building height, and density. Need to be aware that this Council has already expressed an interest in tall buildings close to Martin Luther King Jr. Boulevard.

Interests Raised by Citizens (Written)

- Limit height to 6 stories for interior buildings, and only allow 2-4 stories on the borders

Public Input/Information Session, March 4, 2009

Interests Raised by Citizens (Written)

- Build community scale retail, not just boutique.

Public Input/Information Session, April 1, 2009

Interests Raised by Citizens

- How many square feet of development currently exist on the University's main campus?
- How many buildings might make up the 800,000 SF of floor area in Phase I?

Interests Raised by University Participants

- Regarding the number of buildings and types of uses that would likely make up the anticipated 800,000 SF of floor area in Phase I: the Innovation Center is 80,000 SF, the Law School is approximately 220,000 SF, and about 200,000 SF of residential (which is supposed to be 25% of floor area at any given time) equals 500,000 SF. The remaining 300,000 SF in Phase I will likely include space for private occupants, as well as for University centers and institutes. Also, because this campus is viewed to be mixed use, it is also possible that Phase I would include 10,000 SF or so of retail. The bottom line however, is that given the anticipated research focus at Carolina North, it will probably be the University's scientist will tell the University what to build.

<u>Council Work Session, April 8, 2009</u>

Interests Raised by Council Members

- Concerned that an intense use like a school would even be considered outside of the targeted development area. The Council should advocate that if there is a school site at Carolina North, it should be included within the targeted 250 acres for development.
- It will be hard to get a definitive answer out of the school system in the necessary time frame, so supports any school site being subtracted from the identified 250 acres of development and thus keeping the overall footprint of development the same and gives the School Board flexibility as well as the capability to assess where the greatest efficiencies can be achieved.
- The "limited development area" is simply land that is being preserved for future development. The intended uses for the limited development areas needs to be included in the identified 250 acres of development.
- Important to define development tightly so as to prohibit not just structures, but also undesired land-disturbing activity.

<u>Public Input/Information Session, April 16, 2009</u>

Interests Raised by Citizens

- Square footage numbers are floor space, not footprint?
- Regarding the scale of the development, becoming more and more convinced that building 1.5 million square feet of floor area over a 20 year period is a non-starter.

- Sections 13.5 and 13.6 include specific triggers based on 4 million and 8 million square feet of floor area. What is the rationale behind these numbers since the largest number mentioned to date is 3 million square feet.

Interests Raised by University Participants

- Need to tie review process to actual development, not to the calendar.

Council-Trustees Work Session, April 22, 2009

Interests Raised by Council Members

- Map C appears to leave approximately 355 acres in the intermediate "Limited Development Area." Will athletic facilities, gazebos, incidental parking areas be permitted in this area, or will it not be used at all? How much disturbance could occur? What if the University pursues water reuse?
- Does the proposed 800,000 SF for Phase I at Carolina North include the existing square footage that already exists at the airport? Or is the proposal to add 800,000 SF in addition to this existing square footage?

Interests Raised by Citizens

- Early on there was never any talk of an agreement that would last 20 years. Even though the Comprehensive Plan is supposed to be reviewed every 5 years, we have not done this. So, what makes us think that we will keep tabs on a 20-year agreement and review it in a timely and appropriate manner? Believes that 5 years is a realistic amount of time for a development agreement, and believes that 800,000 to one million SF is a realistic amount of development for the first phase of the development. Any more program and we are doing a disservice to our future community.
- Regarding scope, during discussions the 5 to 8 year span kept coming up, and so did the range of 800,000 to 1,000,000 SF. Reference was made that 4 to 5 years was a long time since the Horace Williams Advisory Committee's report. Also 5-7 years and 800,000 SF are noted in terms of a time frame for transit improvements in the Traffic Impact Analysis. Seems that a 5 to 8 year time frame would be more appropriate for the span of this development agreement.
- Now that everyone seems to be getting more focused on Map C, can we look at narrowing down the type and location of development on the property? First of all, where is the exact location of the dense and tall development? Do not want to see 10 story buildings along Martin Luther King Jr. Boulevard. If this is going to be the case however, can we get an overlay of where these buildings will be located? Also, can we put these overlays on top of the environmental maps?
- Need rules that will apply to modifying tall and dense development within the property beyond what is set by the development agreement.

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- Why is there a piece of land along Estes Drive Extension, located just west of the intersection with Martin Luther King Jr. Boulevard intersection, that appears to be left out of the proposed development area?

Council-Trustees Work Session, May 21, 2009

Interests Raised by Citizens

- Regarding the University's design guidelines, when first presented there were 2-3 story buildings on the edges of this property that eventually grew to be up to 20 story buildings. Need to focus on what types of buildings are we talking about, and where will those buildings be put?

Public Input/Information Session, June 11, 2009

Interests Raised by Citizens

- Most Chapel Hill residents are extremely over-extended and many are not aware that the proposed development agreement only applies to about 25% of the Horace Williams tract. Residents are concerned about what happens on remainder of the tract in the future.
- If something is not stated specifically in the Development Agreement, then is it excluded? For example, if sidewalk is being required on one side of the street, then does that mean that a sidewalk would not also be required on the other side of the street?

2. Uses Permitted

Council-Trustees Work Session, December 3, 2008

Interests Raised by Council Members

- Need to discuss how to make Carolina North mixed use in nature from the outset.
- What is a recreational commercial use? Need to discuss uses that will be permitted as part of the new zoning district.

Interests Raised by Citizens

- Carolina North is a chance to learn from our mistakes on the main campus and get everything right.
- For all industrial uses, require that a Special Use Permit is needed so that the Town retains control over uses such as power plants.
- If Carolina North is a mixed use project, then phasing is important. The development should be mixed use from the beginning.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- Concerned about inappropriate uses such as germ warfare. Would like to see a prohibition in the development agreement regarding uses that might be harmful or dangerous to the community.
- Support a high level of commercial development that supports not only people on the immediate campus, but also those who live in immediate neighborhoods who could walk or bike to such shopping opportunities.

Interests Raised by Citizens (Written)

- Grocery store – essential, reasonable prices though small, not another high-end
- Make this a major research opportunity especially for bio-tech super bugs.
- Support provision to prevent bio terrorism warfare techniques or any activity that jeopardizes public health

Council-Trustees Work Session, February 11, 2009

Interests Raised by Council Members

- The proposed list of permitted uses in the LUMO text amendment of the new zoning district merits serious discussion and consideration.

Interests Raised by Citizens

- Lessons from the OI-4 zoning district and development process should have taught us about the need for a robust underlying zoning district at Carolina North. Concerned about the permitted uses in the proposed U-1 district.

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Written)

- Robust fallback zone for permitted and unanticipated uses

Public Input/Information Session, March 4, 2009

Interests Raised by Citizens (Written)

- Build community scale retail, not just boutique.

Public Input/Information Session, April 1, 2009

Interests Raised by Citizens

- What types of private sector development are likely candidates to locate at Carolina North?
- Although development activity is illustrated as being limited to the southeast corner of the property, the utility plan shows infrastructure extending much further into the property. Why is this the case?

Council Work Session, April 8, 2009

Interests Raised by Council Members

- What permitted uses do we want to allow in the new University-1 (U-1) zoning district without an approved development agreement?
- What uses do we want to allow as Special Use Permits in the new U-1 zoning district without an approved development agreement?
- Attach Table 3.7-1 (Use Matrix) to the draft LUMO text amendment language for ease of reference.
- How much of the Horace Williams tract will be put in the new U-1 zoning district? How much of the tract will be put in the development agreement?
- Is the staff making a recommendation regarding how much of the Horace Williams tract to rezone to the U-1 zoning district?
- If the area associated with the development agreement consists of 250 acres, what rights does UNC retain outside of the area encompassed by the development agreement? Thought the University was going to commit to leave the areas outside of the proposed development agreement area alone for 50 years. So, why are we discussing a zone that has permitted uses and allows Special Use Permits outside of the proposed development agreement area? Why not put a zoning district in place that codifies the commitment to leave the balance of the land alone for 50 years?
- If the development agreement document precluded any other development for 50 years, couldn't the new U-1 zoning district preclude any development activity without an approved development agreement? In other words, the only development permitted in that zoning district is that development which occurs with an approved development agreement.
- Why are we going to rezone the whole tract U-1? Why not just zone the area that we are talking about (that fits the development agreement), and then if we cannot get to an agreement with UNC regarding preservation and perpetuity, just downzone the rest of the tract to R-1?
- R-1 seems like the most protective zoning district without a preservation easement, and the Town and the University can then just come back and re-discuss in 50 years?
- If some sort of permitted use is needed from a legal perspective, what about just allowing some sort of forestry use(s) as the only permissible use without an approved development agreement?

- Interested in a definition for the term "development" that both regulates the land use and notes what the level of regulation would be, all incorporated within the definition.
- Are we thinking that within the development agreement itself, that there could be levels of activity that would require Council approval?
- Concerned that ability to amend OI-4 was too liberal, and it seems that the amendment language currently included in the Draft LUMO Text Amendment is also too liberal.
- Regarding the LUMO Amendment, how is the term "major amendment" defined?
- Would like a recap of the changes that have happened in the OI-4 district, or at least have staff consider this information as part of making its recommendation as to how to proceed.
- Need to include a definition of open space in the development agreement.

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- By what process would an elementary school or a fire/police facility be approved, and what discretion would the Town have if something was not consistent with the standards in the development agreement?
- If a governing body rezones a particular piece of property for a single property owner, it is not illegal spot zoning?

Interests Raised by Citizens (Written)

- Regarding different types of development, please explain why Corporate Partners are listed as a separate type of development. How would that differ from what happens in the Innovation Center or in Commercial development?

Council-Trustees Work Session, April 22, 2009

Interests Raised by Council Members

- Thought that the Council's original inclination was to allow no land uses (structure or not) outside of the proposed 250 acres of developed areas.
- Need to also clearly define what a building is. Is a gazebo a building? Does it make a difference if it is screened in versus glass? Should not simply be determined based on whether or not it has an HVAC unit. The definition needs to be fine-tuned and should better reflect the nature of the construction associated with creating the structure.
- Is there a way to require the cogeneration facility to obtain a Special Use Permit prior to construction?

Interests Raised by University Participants

- The University is comfortable with the cogeneration facility being subject to a Special Use Permit.

Interests Raised by Citizens

- Concern regarding the proposed cogeneration plant at Carolina North. It will be the most unpredictable physical facility at Carolina North, and its stakes will be high – both environmentally and financially. Based on the previous experiences with the cogeneration plant for the main campus (coal dust, silo fires, etc.), this type of land use is problematic and needs to be properly regulated. Since the Town will regulate land uses at Carolina North, recommend that any power plant/cogeneration facility or similar industrial use at Carolina North require a stand-alone Special Use Permit so that it can be better regulated by the Town and employees and nearby residents can be properly protected.

<u>Council Public Hearing, May 11, 2009</u>

Interests Raised by Council Members

- Should the Council zone the entire Horace Williams tract to the new University-1 (U-1) zoning district?

<u>Council-Trustees Work Session, May 21, 2009</u>

Interests Raised by Council Members

- Page 3 of the proposed LUMO text amendment (May 19th version) includes a statement that a large central cogeneration/utility plant may only be constructed with the approval of a conditional use permit by the Council. Then, on page 4, uses are discussed that are subject to a special use permit. Is there a difference between a conditional use permit and a special use permit, or is this difference just an accident? If there is a difference, would like to know what the difference is.

<u>Public Input/Information Session, June 11, 2009</u>

Interests Raised by Citizens

- The University has talked about building infrastructure for Carolina North, including roads, electrical conduits, etc., that appears to stand on its own. Where is this type of construction addressed?
- There does not seem to be anything in the development agreement regarding the use of the property for special events. So, if the University wants to use the property for special events such as parking for football games or concerts, there does not seem to be any language addressing such parking and associated noise in the agreement.

3. Mix of Uses

Council-Trustees Work Session, November 18, 2008

Interests Raised by Citizens

- Based on the suggested list of buildings at Carolina North, is the University viewing Carolina North as an "overflow" campus?

Council-Trustees Work Session, December 3, 2008

Interests Raised by Citizens

- If Carolina North is a mixed use project, then phasing is important. The development should be mixed use from the beginning.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- How can we be sure that we get a real mix of uses?
- Concern that Carolina North turns into an office park that has been smuggled in behind an academic gown. Accordingly, would like to see a cap on the proportion of uses that could be used for commercial and/or non-university purposes.

4. Housing

Council-Trustees Work Session, November 18, 2008

Interests Raised by Council Members

- How much housing needs to exist before the University will build the daycare center?
- Is the University contemplating any housing associated with the Law School?

Interests Raised by Citizens

- The table provided by staff comparing the Horace Williams Citizens Committee to the Leadership Advisory Committee indicates that partial agreement exists but a number of issues remain unresolved. This description is an understatement as the quantity and timing of housing at Carolina North has not been resolved and remains the single most important unresolved issue. It is important to create a model of sustainability by providing the opportunity for employees to live on the site and walk to work and achieve carbon reduction and reduce dependence on the automobile. To say that Carolina North is sustainable development requires that off-campus impacts be addressed. The more employees who live off-site, the great the cost of providing additional transit opportunities to get these employees to Carolina

North. Accordingly, request that the Council insist that at least 25 percent of employees be housed on the site.

- Incorporate affordable housing opportunities.

Council-Trustees Work Session, December 3, 2008

Interests Raised by Citizens

- Carolina North will have ripple effects of large scale changes in population, density and housing, that will not just affect Chapel Hill, but will also affect central and much of western Orange County. Need to be cognizant of these concerns on behalf of the greater community.

Council Work Session, January 10, 2009

Interests Raised by Council Members

- Housing should be provided in the first phase of the development.
- Should housing be provided in the first phase for students, faculty, or both?
- There should be a finite time frame to get homes filled with those making 80 percent of the median household income, then housing should be made available to others.
- Support for housing for students, faculty and staff, in order to reduced trips and create a community where people work and live without having to get in a car.
- Housing should be provided for employees of every pay grade; the development agreement needs to reflect this expectation.
- If the amount of student housing is reduced to accommodate faculty and staff, then students move further out. Need to get statistics regarding bedrooms, rentals, and whether or not there is a shortage of dorm rooms.
- Need to focus on obtaining low and medium income housing because these opportunities do not exist in the market.
- Should the Town seek to provide a housing opportunity for every new head at Carolina North?
- What type of housing should be provided – attached/multi-family or single-family?
- Greenbridge and 140 West are examples that can be used as examples for residential parking requirements at Carolina North.
- What is a realistic energy efficiency goal for Carolina North housing?

Council-Trustees Work Session, January 14, 2009

Interests Raised by Council Members

- How will the University make sure that its housing is being utilized by the intended parties, and that it remains affordable? Will there be covenants?

- What percentage of the envisioned housing would be affordable?
- Encourage the University to consider providing as much affordable housing as possible.
- When will the housing get built, and when will the affordable housing be constructed? Will the affordable units be provided as you move along? Need to come up with a formula or structured approach that helps the University self-regulate the orderly provision of affordable units.
- Needs to be a relationship between the number of employees, staff and students that are going to be at Carolina North and the number of housing units that are going to be there for them.
- Try to average 25% affordable at all times during construction and development.
- Interested to hear more about idea of linking affordable housing opportunities at University Square and Carolina North.
- Will affordability be measured by number of units, number of bedrooms or floor area?
- Need to make sure that the housing opportunities that the University creates are not too small and are indeed places where people want to live.
- How will desired faculty members with families and school-age kids be enticed to live at Carolina North with multi-family housing in an area that is not really geared to raise kids in their teens?
- How many of these people that you are going to house in the first phase are going to be faculty and staff compared to students?
- How do we maximize the value of these homes and achieve long term energy efficiency and affordability for these homes? Need to address these goals in a way that will outlast the standards that the Town currently follows.

Interests Raised by University Participants

- Want flexibility and versatility regarding housing stock (staff, junior faculty, students, etc.), and ability to mix different types of people and families.

Interests Raised by Citizens

- What percentage of rental units will be provided versus ownership?

<u>Public Input/Information Session, January 29, 2009</u>

Interests Raised by Citizens (Verbal)

- Concern that a “good faith” effort to provide 25% housing at Carolina North is not going to be enough. Need to ensure that this level of housing will occur, especially if a school is going to be located at Carolina North. Should consider an even higher rate due to the advantages of locating homes within close proximity to places of employment.

Interests Raised by Citizens (Written)

- We need more housing density at Carolina North; will help support school population plus easy commute to UNC

Council-Trustees Work Session, February 11, 2009

Interests Raised by Council Members

- Housing still seems to be addressed by square footage in the draft development agreement, rather than as a percentage of jobs created (as previously suggested). Needs to be reviewed and corrected.

Council Work Session, April 8, 2009

Interests Raised by Council Members

- Does the ability to provide housing at University Square for Carolina North's population mean that of the 25% of the total floor space for the project dedicated to residential uses, that 20% could be on-site and the other 5% could be at University Square?
- The ability to reduce housing provided at Carolina North and/or potentially build all housing for Carolina North at University Square is not consistent with the Council's goals.
- If housing for Carolina North is provided at University Square, does this mean that there is more floor area available for non-residential uses at Carolina North? If so, do not believe that this does Carolina North a favor in the long run.
- Support for as much housing as possible at Carolina North in order to reduce number of vehicular trips needed.
- University Square housing should not be linked to Carolina North as part of the development agreement. Recommend removing this provision.
- Modify the language in G4.4 to emphasize desire for housing to be "permanently affordable." May need to go ahead and further delineate (e.g. list them out) Council's policy/goals regarding affordable housing in the development agreement.
- Will the housing at Carolina North be owned or rented by the occupant(s)? Seems that the current draft language in the development agreement is geared towards the ownership model of affordable housing. Does the Town have any sort of policy or precedent regarding affordable rental housing?
- Do we want to bind the University to owner-occupied housing, or is it desirable to offer the University flexibility to have affordable rental housing for those who are more transient?
- People who make 80% or less of the area's median income are being taken care of with affordable housing efforts, but those who make more than 80% but less than 100% of the area's median income are not being taken care of by either the private market, affordable housing efforts, or Habitat. These people make up a good portion of the community, and it would be good if some portion of the housing at Carolina North could also serve these portions of the population.

- Regarding section G.4.2, when Carolina North reaches 800,000 square feet {estimated to occur in 2015}, if housing is 15% or less of the built square footage, then the University is required to halt construction until the housing space is increased to be at least 20% of the built space. Why are we only requiring the University to come up to 20%? Why not require the University to come all the way up to the required 25% of built area?
- Section G.4.6 discusses the provision of on-site parking to support on-site housing. What does this mean? What types of numbers and/or ratio of spaces would be acceptable?
- Do we really need Section G.4.6? If we are trying to encourage transit, then why would we allow parking spaces near residences? Suggest deleting this section and dealing with the location of residential parking as part of the master plan.
- How is it fair that families who have big houses and lots of money get to keep their cars at their houses, but families who live in affordable housing do not get to keep their cars near their homes? Suggest that this is something that needs to be designed into the project.
- Perhaps Council should consider stipulating that none of the residential parking for Carolina North can be can be provided off-site?
- Suggest treating the amount/ratio of parking in the same manner for both subsidized/affordable units and market-rate dwelling units.
- What does the Council accomplish by pushing the residential parking off-site? It is still parking and takes up the same amount of space.
- The University needs to come up with a housing product that people want to buy. Parking is part of that equation. These dwelling units are more likely to include families, and thus the Town needs to help make access to parking more desirable than for undergraduates. What is the parking ratio at Beattie Hill (University married-student housing)?
- Parking should be addressed in the Transportation/Transit section of the development agreement (Section 8), not put in the Housing section where it may be misconstrued. Recommend deleting section G.4.6. This would allow parking to be dealt with as a parking/transportation/transit issue.
- G.4.7 – Delete this provision, pending further discussion.
- G.4.4 – A better definition is needed for “permanent affordability” and rental vs. owner-occupied housing.
- G.4.4 – Spell out what it means to say “full range of affordability.”
- G.4.6 – Delete this provision and consider parking altogether in Section 8 (Transportation: Transit, Parking, Streets, Sidewalks).

<u>Public Input/Information Session, April 16, 2009</u>

Interests Raised by Citizens

- Is the housing at Carolina North anticipated to be private developer-driven or is it University student housing?

- Can housing at University Square be counted towards residential requirements at Carolina North?

Council-Trustees Work Session, April 22, 2009

Interests Raised by Council Members

- How hard will it be to identify the number of people who will be working at Carolina North? Will the faculty/student ratio be similar to the main campus? Would like to better understand the employment levels in order to make sure that residential dwelling units are being provided in a balanced manner.
- May be helpful for the staff to explain to the Council why it is so hard to calculate the number of employees and the appropriate level of housing.
- What about an alternative standard like 15% of the FTEs (Full-Time Employees) rather than the somewhat abstract percentage of constructed area? Would seem like a better approach to appropriately link the people who are working at Carolina North to dwelling units rather than to total square footage of construction.
- Regarding the first phase of 800,000 SF, do not have a good feel as to how 200,000 SF of residential space (about 200 units?) would compare to and/or serve 600,000 SF of non-residential space.
- Based on the way the draft development agreement is currently written, what opportunity is there to modify the development agreement down the road if the number of residential units does not seem to be achieving the intended results.

Interests Raised by University Participants

- The University is comfortable deleting University Square housing as a mechanism by which to fulfill housing at Carolina North.
- The ability to actually ascertain the exact number of employees is virtually impossible to achieve given the varied use of the buildings. Alternatively, using some sort of accepted ratio based on square footage seems like the most logical approach. The University knows how to count square feet, but not jobs per each anticipated building.
- There are also variations between full-time and part-time employees. Perhaps it makes sense to gather data on the numbers of employees as buildings are built, and then as some point down the road when we have more data, the Town and University can discuss if the amount of housing being provided is appropriate. For the time being, seem to have a standard that everyone seems to agree represents the desired intention.
- Also difficult to determine how many people are actually going to work at Carolina North and also live at Carolina North.
- Using a percentage of total square footage as the criteria for the amount of residential development leaves appropriate flexibility to the types and sizes of dwelling units that people want, while also ensuring that Carolina North will indeed be a mixed use development.

Council-Trustee Work Session, June 16, 2009

Interests Raised by Citizens

- If there was a lot more housing provided in all income brackets at Carolina North, it would definitely help to reduce the trips per day generated. If there was a lot more emphasis on transportation/transit corridors with housing in them, that could provide impetus for using public transit to reduce the number of trips per day. Light rail access should be championed in the development plan. Need to use housing density and transit planning to reduce the traffic impact and the number of vehicle trips generated per day.

5. Preservation of Open Space and Natural Areas

Council-Trustees Work Session, September 25, 2008

Interests Raised by Citizens

- The Town should seek to preserve a large portion of the Horace Williams tract for open space purposes.

Council-Trustees Work Session, November 18, 2008

Interests Raised by Council Members

- Interest was expressed regarding the preservation of undeveloped areas of the site for research value and habitat preservation.

Interests Raised by Citizens

- Minimize the footprint of development.

Public Education Session, November 19, 2008

Interests Raised by Citizens

- With regard to the 250 acres that have been identified for development, many members of the community want a commitment from the University that development will not extend beyond this proposed development area.
- The proposed North-South road seems to go close to several of the critical areas identified in the Biohabitats Study. Should this road go further west if it is built? It appears that it cannot move eastward due to the property line and the adjoining homes/neighborhood.

Council Work Session, January 10, 2009

Interests Raised by Council Members

- Need to provide protection for forests in bottom-land areas.
- Can watershed research be incorporated into the development agreement?
- Can non-Chapel Hill land also be preserved as part of the development agreement?
- Desire to protect important open space areas in perpetuity.
- What is allowed in the area outside of the Development Agreement?
- Carolina North and the development agreement need to address social, environmental and economic impacts.

Council-Trustees Work Session, January 14, 2009

Interests Raised by Council Members

- 50 years of land preservation is not land preservation; it is simply Carolina North Phase III or IV.
- Regarding land preservation, encourage the University to cluster development and pursue a smaller footprint for the development itself, in order to get the desired housing and development program while making a commitment to preserve open space. The timetable for this preserved open space should not expire after 50 years and then allow the University to put additional development on the site. Clustered development and permanent open space go hand-in-hand.
- Permanent land protection is desired because it provides the community with more green space, and offers the opportunity for outdoor learning experiences. It also adds value to the developed areas around the permanent open space.
- All of the land at Carolina North that is not being proposed for development is not the same or equal in value. The stream buffers are very important, but there may also be connections to upland areas that may also be equal or more valuable.
- The riparian land should get the most attention as far as preservation is concerned. However, it is the adjacent upland mature forest that when preserved in connection with the stream corridor become even more valuable.
- Forest fragmentation is also a concern. It is better to preserve larger chunks of land than small fragmented pieces.
- Undeveloped land is important as it serves as a perennial resource for the University, especially if this is a research campus. Open-space related research activities are long-term in nature, and frequently last more than 50 years. For Carolina North to be a true research campus, need to preserve more open space than just the Resource Conservation District buffer.
- The University has committed to limit development over the next 50 years to no more than 25% (approximately 250 acres) of the site, and to make good faith efforts to meet its needs beyond 50 years within that limitation. What steps are being taken to pursue this objective and achieve this limitation?
- Concern about very tall buildings and lack of open space preservation are key reasons why the Town Council has felt on many occasions that it is best to keep the zoning low. The Town

typically makes people come in and ask for a rezoning so that the Town is in a position to get things it wants for the community in exchange for increasing the amount of development allowed on a site by zoning. If there is no protection for the remaining 750 acres, then how does the Town protect itself from absorbing the type of density that the University is considering on the first 250 acres from spreading over the entire site? It does not seem that this level of development is good for the Town or the University.

- The University has agreed to protect the Resource Conservation District areas. Is there any possibility of protecting any additional environmentally sensitive areas as part of this development agreement?

Council Meeting, January 26, 2009

Interests Raised by Council Members

- There is a strident difference of opinion between some of the Council members and the University regarding the preservation of open space at the Carolina North campus.
- Some Council members cannot support the level of density proposed at Carolina North is not acceptable without appropriate accompanying open space preservation.
- Discussion of 8 to 12 story buildings at Carolina North is not the way for the Town to grow. Cannot in good conscience expose the citizens of Chapel Hill to that level of density and impact without any promise of permanent land preservation. The community would not be well served to allow this type of density to occur throughout the entire portion of the Carolina North tract that is located in the Town's jurisdiction.
- The issue of land preservation is shaping up to be a big sticking point, and it would be desirable to get as much feedback from the public as possible on this issue.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Written)

- Suggest that the new school be held within the initial 250 acre phase otherwise the development footprint will expand; this is unacceptable.
- Should be model environmental center – environmental magnet – no child left inside!
- The historic spirit of community in the Horace Williams Tract expands far beyond 100 acres. Battle Park should not be the model for green space preservation at Carolina North "100 acres" out of 1000 acres is not significant preservation
- It is good to see that the proposed development will be dense and leave maximum green space.
- I suggest that CN development be halted at 250 acres. The public will support this. Students with an eye and heart for the future will also support this. Preserve the open space.
- Biological Preserve, environmental education – great ideas.
- What assurances will be made against invasive infrastructure beyond the footprint of Phase I?

Council-Trustees Work Session, February 11, 2009

Interests Raised by Citizens

- The University's Carolina North plan should leave a portion of the site permanently undeveloped, rather than for just 50 years as proposed. It is important that the University meet the community's expectation to preserve a portion of the site in a protected and undeveloped state. These areas contribute to the widely-shared view that Chapel Hill is a beautiful place. The University's approach to only preserve undeveloped areas for 50 years is a business manager's approach, and does not fulfill the community's overall expectations. Also the State's environmental bill of rights discusses the "common heritage of this state" and the need to "preserve forests, open lands, and places of beauty." Encourages the University as part of our heritage to preserve a portion of Carolina North as permanent undeveloped land. This is not just a University and Chapel Hill issue, it certainly also involves Carrboro as well as the State of North Carolina. Recommends that the Council support Jim Ward's position regarding the permanent preservation of open space at Carolina North.
- Does not believe it is fair to hold the University to a higher standard, however, does not believe that Jim Ward's request that the University limit growth and preserve open space at Carolina North is really a higher standard. If the University will not consider limiting the amount of build-out to the currently indicated area associated with the proposed 50-year time frame, then would encourage University representatives to think about what is an appropriate boundary, and to establish such a boundary and then figure out ways to grow in a smarter and more creative manner within those limitations. Not any different than what we would ask of any other developer. The University is in a position to take a leadership role in this regard.

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Verbal)

- Supports concept of preserving open space for a learning lab, and believes that other members of the University community also support this idea.

Interests Raised by Citizens (Written)

- Environmental education center
- Environmental education – school kids, UNC students – monitor creek health, forest, air quality
- Include historical facts and guide to local wildlife and bike trails at transit or bike hub station
- Respect for animals and wildlife – this is their heritage too – thanks!

Public Input/Information Session, March 4, 2009

Interests Raised by Citizens (Verbal)

- Would like identification of specific champion species and unique biological assets, and would like to see a priority list of biological assets worth preserving that might require unique sensitivity, etc. Where do things stand on this process?

Interests Raised by Citizens (Written)

- Continuing ASSAY of environmental conditions
- Is development affecting established protected zones?
- Identify unique biological assets for preservation (ex. Mountain Laurel along Bolin Creek)
- Tie environmental standards to commitment to monitor
- How is compliance insured?

Public Input/Information Session, April 1, 2009

Interests Raised by Citizens

- What is the intention of the long central greenway corridor at Carolina North?
- Although development activity is illustrated as being limited to the southeast corner of the property, the utility plan shows infrastructure extending much further into the property. Why is this the case?

Council Work Session, April 8, 2009

Interests Raised by Council Members

- If the area associated with the development agreement consists of 250 acres, what rights does UNC retain outside of the area encompassed by the development agreement? Thought the University was going to commit to leave the areas outside of the proposed development agreement area alone for 50 years. So, why are we discussing a zone that has permitted uses and allows Special Use Permits outside of the proposed development agreement area? Why not put a zoning district in place that codifies the commitment to leave the balance of the land alone for 50 years?
- Where did the Council sign off on only a 50-year commitment to leave the balance of the land undeveloped?
- If the development agreement document precluded any other development for 50 years, couldn't the new U-1 zoning district preclude any development activity without an approved development agreement? In other words, the only development permitted in that zoning district is that development which occurs with an approved development agreement.
- If we come to an agreement with regard to some period of time that protects the area outside of the Development Agreement from any development at all, where does this get written down and how is it enforceable, regardless of the type of zoning district?

- Why are we going to rezone the whole tract U-1? Why not just zone the area that we are talking about (that fits the development agreement), and then if we cannot get to an agreement with UNC regarding preservation and perpetuity, just downzone the rest of the tract to R-1?
- R-1 seems like the most protective zoning district without a preservation easement, and the Town and the University can then just come back and re-discuss in 50 years?
- Is it acceptable for the Town to incorporate language into the development agreement regarding the preservation of land in a conversation easement if that land to be preserved is outside of the Town's jurisdiction (e.g. the Carrboro portion of the Horace Williams tract?
- The Council should look to restrict any uses outside the identified 250-acre development area for at least 50 years. Any development outside of the identified 250 acres should not involve any kind of building at all. Only minor uses, such as trails, that support the research activities associated with the forest itself, should be permitted uses outside of the identified area for the development agreement.
- Are parking lots being counted as open space?
- Need to include a definition of open space in the development agreement.
- The "limited development area" is simply land that is being preserved for future development. The intended uses for the limited development areas needs to be included in the identified 250 acres of development.
- The map needs to specifically reflect that there will be no development in the "limited development areas" and the agreement needs to reflect that if a school ends up being located outside of the identified 250-acre development area, then this acreage would be subtracted from the 250-acre development area so that the total area to be developed remains at 250 acres.
- Important to define development tightly so as to prohibit not just structures, but also undesired land-disturbing activity.
- Why are there two options regarding the area proposed to be covered by the conservation easement?
- Does the reference indicating that the conservation easement shall not preclude utility and road crossings refer to existing features or potential future construction? Do not want to grant an easement for a conservation easement and then subsequently allow the University to run a road through it.
- What is the timing of the conservation easement dedication as compared to the timing for the State and/or Federal permits associated with wetland mitigation?
- How much land would be included in the suggested conservation easement?
- What is the difference, from an analytical perspective, between the lands identified as Category D and E in the Land Suitability Index Category on page 10 of the Ecological Assessment Report and the lands identified as Most Suitable for Conservation (EW) in the Weighted Analysis Land Areas by Land Suitability Index Category set forth on page 11?

- Conservation easements can be much stricter than the rules and regulations included in the Town's Resource Conservation District. Would like for the land to be preserved to not be subject to being degraded by future stream crossings or utility corridors.
- Need to simplify shapes and boundaries associated with preservation areas to absorb small intervening areas that have limited utility, and better define the edges of preservation areas.
- The suggested alternative (those lands identified as Most Suitable for Conservation {EW} in the Weighted Analysis Land Areas by Land Suitability Index Category set forth on page 11 of the Ecological Assessment Report dated October 2007) does not go far enough and does not include all of the desired preservation areas. In particular, this alternative does not really include associated uplands that should also be preserved.
- Would suggest that the transmission line that runs through the western portion of the Horace Williams tract should serve as a dividing line, and that all land west of this corridor gets permanently conserved.
- Regarding whether or not the conservation easement should cover the entire Carolina North tract (including the portion in Carrboro) or just be limited to the portion of the tract in Chapel Hill, can the Town of Chapel Hill include the entire tract without Carrboro's permission?
- Recommend pursuing a conservation easement for the entire Carolina North tract {the portion outside of the identified 250 acre for development} as part of the development agreement.
- What is a "native habitat for a targeted species?"
- Is Section G.5.3 (Developed Area) an appropriate area to include community gardens?
- Would like to identify a fairly simply shaped preservation area that would encompass the Crow Branch perennial stream and associated sensitive drainage areas.

- G.5.2 – A better definition is needed for "development." There are concerns about the list of allowed uses.
- G.5.2 – If a school is sited within the Limited Development Area, the map must reflect the acreage swap with the Developed Area.
- G.5.1 – New alternatives should be provided (and illustrated) that incorporate upland areas and the use of disturbed infrastructure areas for boundaries.
- G.5.3 – Add community gardens to the list of minimal development.

<u>Public Input/Information Session, April 16, 2009</u>

Interests Raised by Citizens

- If an elementary school at Carolina North is not located within the identified 250-acre development footprint, can it be located in the one of the green areas denoted for preservation?

<u>Council-Trustees Work Session, April 22, 2009</u>

Interests Raised by Council Members

- Thought that the Council's original inclination was to allow no land uses (structure or not) outside of the proposed 250 acres of developed areas.
- Regarding Preservation of Open Space and Natural Areas, support for Map C as a desirable middle ground between the Town's and University's original positions.
- Map C appears to leave approximately 355 acres in the intermediate "Limited Development Area." Will athletic facilities, gazebos, incidental parking areas be permitted in this area, or will it not be used at all? How much disturbance could occur? What if the University pursues water reuse?
- Regarding the preservation of open space, the Council needs to better understand the fine print and what may or may not occur in the conservation easement areas. Needs to be more clear regarding who the holds the easement and oversees these areas. Also, you have to provide funding for maintaining conservation easements - what would be the source of funding for this area?
- Concern that 100 years of protection does not offer any guarantee of protection after 100 years has elapsed. This is only the equivalent of the growth of two consecutive stands of pine trees, at which point the University may have fully built out the proposed 250-acre development area and be ready to begin developing the "Limited Development Area."
- Although there are regulations in place to protect wetlands, there are not regulations in place that protect upland forest areas that include a whole host of different animals and organisms. This is a chance to protect both areas where there are right next to each other.
- Strange polygon shapes look hard to identify and preserve on the ground. Recommend further research and discussion regarding the location of these preservations boundaries and how they will be protected from disturbance.
- Concerned about some of the items in G.5.2.e that involve land disturbance which are being suggested as being allowed in the Limited Development Area without Town review. Specifically, (1) even internal roads are important and should be reviewed at some level by the Town, (2) athletic facilities can involve a significant amount of land disturbance and grading, so these types of uses should be subject to Town review, and (3) incidental parking areas.
- The suggested polygons illustrated on Map G-1C seem a bit abstract. Let's do an analysis of the rest of the Carolina North property, come up with valid articulate reasons as to why parts of it need to be preserved, and then make a case from a position of strength and move forward with protecting worthy portions of the property. Need to understand these metrics and confirm whether or not the areas identified within the polygons illustrated on Map G-1C are the best areas to be preserving. Conversely, would like to be able to point to areas outside of these polygons and be able to use these independent metrics to explain why this area is not worthy of preservation and is appropriate for development. If this information already exists and this type of analysis has already been completed, then it needs to be shared with the Council and Advisory Boards in a manner so that it is available for quick reference in order to support the decisions that the Town is getting ready to make.

- Concern about the specific uses (street crossings, etc.) that will be allowed in the proposed conservation easement.
- 50 years is a long time. Don't have to view this as 50 years and it is gone; rather, you have 50 years to work on making it permanent. The Council has bought a lot of time for a significant portion of this land, and has procured an easement to permanently preserve a large amount of this land.
- It is not appropriate for the Council to be content with only 100 years of preservation. The value of the trees and associated ecosystems will only escalate over time.
- Need to put our trust in those who come after this Council and these University representatives, and have faith that they will make good decisions in the future. Nothing is permanent.
- Regarding the LUMO text amendment, Section 3.5.5(f)(4) discusses that "any existing building being used for a use permitted by an applicable development agreement may be expanded to the extent that expansion is exempt from the Transportation Impact Analysis requirements of Section 5.8(g) of this Appendix." What does this mean?

Interests Raised by University Participants

- The University feels that it made a major concession when it opened the dialogue regarding Carolina North and agreed to limit development to 250 acres for the first 50 years. It is frustrating that the University gets no credit for subscribing to the benefits of compact development and making this concession from the start. However, with this in mind, the University is willing to agree to do Map C and commit to over one-third of the property being located in a conservation easement. Would also be willing to look at review of uses that are allowed in the Limited Development Area.
- University would like to be able to continue to use the conservation areas and limited development areas for research purposes, and not have to cede this particular use to the Town.
- Regarding conservation areas, the University is receptive to areas 1, 2, 3, 4, 5 and 6A being placed in permanent conservation easements.
- The University would like for Area 6B to be placed in the Limited Development Area category with 100 years of protection, as opposed to being included in the Conservation Easement. The University is also receptive to a smaller menu of permitted uses in Area 6B as compared to other Limited Development Areas, in order to address some of the concerns raised in Section 5 (Preservation of Open Space and Natural Areas) of the Draft Development Agreement (version dated 4/22/09).
- Willing to live with Map G-1C with the understanding that Area 6B will be part of the Limited Development Area but with the same restrictions for the next 100 years as the land in the conservation easement. The rest of the Limited Development area will be preserved for the next 50 years. Regarding the permitted use issues, the joint staffs are going to work together some more to clear up the ambiguities so that nothing can occur that is inconsistent with what everyone has agreed is appropriate.

Interests Raised by Citizens

- Regarding Section G.5.2.e.10 of the Development Agreement, which refers to land uses in the "Limited Development Area" that are not regulated by the agreement, note the use of the terms parking areas, parking places and parking spaces. These terms also show up in Section 5.3 where there is discussion of permitted uses in the "Development Area" and also in Section G.8.1. Believe that these terms need to be better defined. Desire is to only allow parking for incidental uses, not routine use.
- Agree with University that future generations could make a wise decision about Area 6B as long as we have a short list of allowable uses and we all understand what those uses are. Under this scenario, 100 years of preservation seems okay.
- It is not clear who will pick up the costs of remediating any environmental issues associated with the proposed conservation easements. Should spell this out a little bit further.
- Regarding Option C, Bio-Habitat did set aside large tracts of the property and classified them. Previously mentioned champion species and very specific opportunities for preservation that fall outside of these conservation areas. Have not identified these opportunities at this time, and don't know what rules will govern their development or the land nearby. How this will be dealt with needs to be firmed up before proceeding.

<u>Council-Trustees Work Session, May 21, 2009</u>

Interests Raised by Council Members

- The proposed recordation of the proposed conservation easements appears to be staged. What is the reasoning for this approach?
- Would propose to ratchet the thresholds for the scheduled recordation of conservation easements downward, and make Areas 1 and 3 effective almost immediately, Areas 2 and 4 recorded at 750,000 SF, and Areas 5 and 6 recorded at 1.5 million SF. This approach is more balanced and fairer to the Town.
- The term is important for multiple reasons – not just land conservation and preservation. Cooperation regarding improvements to Chapel Hill Transit is another example of how the Town and the University will be partnered for the next 20 years and will need to work together or the public's best interest will not be served and real problems will occur.
- Want to understand acreages for clearing and other uses. For instance, in E on page 24, it notes that clearing can occur on less than one acre. So, obviously you can clear a one acre site, but how many times can you clear a different one acre? Could you clear a different acre 200 times, thereby disturbing 200 different acres? Need to have some sort of cumulative limit. Concern about same issue as it relates to athletic facilities.

Interests Raised by University Participants

- The University has a concern about making long term commitments in exchange for short term agreements. The University will put the 300 or so acres of conservation land in a conservation easement once the development agreement has been adopted as that is land that is not suitable for development and should and will be preserved. However, the University is more

concerned about putting restrictions on the Limited Development Areas (50 years and 100 years) if the development agreement is for a term of less than 20 years

- As long as the term of the development agreement is for 20 years, and the agreement is not arbitrarily terminated before 20 years (the agreement includes language that gives the Town Manager the right to say that certain provisions are not being met and that the development agreement is no longer in effect), then the University is comfortable with the commitments that have previously been made regarding the identified conservation and limited development areas. However, it is important to note that the University feels that it needs a commitment to the 20 year development agreement and for that that agreement to remain in effect for 20 years, in order for the University to make the commitment to preserve the identified limited development areas.
- Whether the University gets to 3 million SF of construction or 20 years first, all of the identified preservation areas will have been provided in accordance with the University's commitment.

Interests Raised by Citizens

- Will the Town incur additional expenses (maintenance, etc.) for the areas being protected by the conservation easement?
- Regarding scope, there is nothing in the current Development Agreement that justifies 3 million square feet and twenty years. It seems that the conservation easement is being held hostage to get a 20 year commitment, and there is nothing the Town can't do with zoning to protect this land that requires this development agreement. Twenty years and three million square feet is too big. Have used the Comprehensive Plan as a good example – were supposed to go back and update it and have been tardy and not gotten to it yet. Twenty years is way too long. Interesting that transit plans talks in terms of conditions in 2015 – a 6 or 7 year time frame is just more realistic. Assumptions based on assumptions just end up generating a lot of garbage that you can't depend on.

<u>Council Meeting/Work Session, June 8, 2009</u>

Interests Raised by Council Members

- Regarding the preservation of open space and natural areas, concerned that the first sentence begins "Subject to obtaining any required State of North Carolina approval…" Understands that this means the Council of State will have to ultimately sign off on the dedication of the discussed conservation easements. Feels that the Council needs a "what if" statement in here. Does not support giving the University the opportunity for very dense development without the compensating balance of protecting a significant amount of open space. So, if the conservation easement for the approximately 311 acres does not occur, then all bets are off and several members of the Council will not support moving forward.
- Section 5.5.1, sub-section (e) does specifically state that a copy of the recorded conservation easement has to be submitted to the Town Manager prior to the issuance of the initial site development permit. So, if a recorded conservation easement is not submitted, then the initial

site development permit would not be issued and everyone would have to go back to the drawing board.

Public Input/Information Session, June 11, 2009

Interests Raised by Citizens

- Does the dividing up of the property (e.g. conservation area and limited development area) outlast the proposed 20-year agreement?

Council Public Hearing, June 15, 2009

Interests Raised by Council Members

- What if the conveyance of open space areas does not occur as anticipated?
- Willing to keep the existing bike trails in place, but do not believe that those trails should be expanded or that new bike trails should be established as their use runs contrary to the overall purpose of preserving open space and protecting these environmental areas.

Council-Trustee Work Session, June 16, 2009

Interests Raised by Council Members

- Most important part of the proposed natural areas is the large undisturbed areas. Recommend no new trails as cutting new trails creates new edges and introduces non-interior edge species and is generally detrimental to the overall natural integrity of these areas. Need to keep this philosophy in mind and maintain the existing trails in as sensitive a manner as possible.
- To whom does the University contemplate granting the conservation easement? Needs to be an entity that has experiences and strong opinions regarding the preservation of the natural areas.
- Concern regarding the current mountain biking use of the natural trails and potential future implications, including additional damage to the integrity of the natural areas.
- The woods are better off with no trail than an ecologically sensitive trail.

Interests Raised by University Participants

- The University does not have a preference regarding who takes over maintenance and control of the conservation easement.
- Although the University has worked with local mountain biking groups in an effort to better guide their use of the trails in a more ecologically sensitive manner, the University does not have a preference as to how the Town and the entity maintaining the conservation easement want to handle this existing use.

Council Meeting, June 22, 2009

Interests Raised by Council Members

- What does the word "minor" mean regarding trail maintenance and repairs within the conservation easement?
- Applaud the preservation of open space.

6. & 7. Stormwater Management and Utility

Council-Trustees Work Session, November 18, 2008

Interests Raised by Citizens

- Incorporate environmental standards beyond the current Land Use Management Ordinance standards in the Development Agreement.

Council-Trustees Work Session, December 3, 2008

Interests Raised by Council Members

- Interested in Carolina North being exemplary, and therefore exceeding current standards in various areas such as stormwater management and erosion control.

Council Work Session, January 10, 2009

Interests Raised by Council Members

- Will Carolina North follow Town requirements for stormwater management? Will all water be handled on site in the same manner as private development?

Council-Trustees Work Session, January 14, 2009

Interests Raised by Citizens

- Regarding off-site water quality along Bolin Creek, what obligation, if any, does UNC have for monitoring what they put into Bolin Creek?

Council-Trustees Work Session, February 11, 2009

Interests Raised by Council Members

- Would like for the University to participate in the Town's stormwater utility.
- The Town wants the University to think about its impact on the community as a whole with regard to clean water. The Town requires all new development to manage stormwater regarding quality and rate of flow. Key issue is cleanliness of the water that the Town and the University discharge downstream.

- Regarding the University's NPDS stormwater permit, it is a water quality permit, not a water quantity permit. The Town's stormwater utility regulates both quality and quantity. NC State is a financial contributor to the City of Raleigh's stormwater system, and it would be desirable for UNC to financially contribute to the Town's system.
- Town requires private developers to pay for their own stormwater management and to also pay to the Town's stormwater utility. Payments to the utility specifically mitigate off-site stormwater impacts and are not related to fiscal impact contributions that will be discussed.
- Fire protection is an example of a service that the University benefits from, but does not directly pay for. Although there is a financial contribution from the General Assembly that is utilized by the Town to help cover the cost of fire department expenses, this amount is not linked in any way to the actual level of service needed or provided. For example, if the contribution was linked to the amount of square footage on the main campus, then it could go up or down based on the amount of development being served. We have the chance to specifically link Carolina-North related contributions to stormwater expenses, and this seems like a practical and desirable choice for the Town.
- Need to better understand where overlap exists regarding stormwater management, and what amount of money would be involved with such contributions.

Interests Raised by University Participants

- The University is fully committed to being a financial partner in the stormwater utility management program as it pertains to Carolina North. Clearly a lot of the stormwater from Carolina North will go through the Town's system. Figuring out a fair contribution should be fairly simple. Bigger question is whether or not there is any benefit to the Town or the University that is gained by incorporating the University into the Town's existing system, or is it better for the University to manage the on-site stormwater system at Carolina North in the same manner that it handles stormwater on the main campus as required by Federal and State law. Some at the University are concerned about ceding control of the system to the Town and losing control of something that the University has a responsibility to maintain.
- If the University comes up with a fair contribution, is it important to the Town for the University to actually put the on-site portion of Carolina North into the Town's stormwater system?
- The University does a very good job of regulating stormwater on the main campus. Requesting a financial contribution feels like a separate fiscal impact issue. Why would this issue be separated from other off-site fiscal impacts?

<u>Public Input/Information Session, March 4, 2009</u>

Interests Raised by Citizens (Verbal)

- Supports use of University's innovative techniques on the main campus at Carolina North.

Interests Raised by Citizens (Written)

- Plan for remediation of negative offsite issues (ex. water runoff Dry Creek/Bolin Creek)?

Council Work Session, April 8, 2009

Interests Raised by Council Members

- Important to note that "the University stormwater program includes many, but not all, services that would otherwise be provided by the Town."

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- Based on the richer parking ratios at the start, the University is going to have to participate in the Town's stormwater utility from the start.
- What was thinking behind why the school and the possible fire/police site do not add to the trigger requirements in the agreement (the 800,000 SF or 1.5 million SF thresholds)? Doesn't this introduce some problems in the development agreement because these sites do not have to adhere to the stricter standards that we want under the development agreement (e.g. water runoff, etc.)? Between the two facilities, it seems like we are talking about 20 or acres or more.
- What stormwater design criteria (G.6.3) are being "agreed upon by Town and University stormwater staff?" Will these be subject to negotiation with each individual site development permit application?

Council-Trustees Work Session, April 22, 2009

Interests Raised by Council Members

- Does not appear that the proposed stormwater cost-sharing proposal would provide funds to cover capital projects. Recommend that there should be a fund that the University would pay into that can be used for capital projects as needed – capital projects that would often have benefit for the University. So, seems that there should be a payment above and beyond the year-in and year-out costs to cover additional community needs and off-site impacts related to Carolina North.
- Interest in decoupling stormwater funding from Carolina North. We have over 200 years of no stream protection and stormwater management with the development and use of the main UNC campus, and the proposed stormwater utility approach does not really provide any means to resolve this problem. Would like to see progress made on assembling some collection of funds to address our stream corridors that are highly impaired and will not otherwise be addressed under the current proposal.
- Concern about uses that might occur outside of the development agreement, including athletic facilities without buildings. There are significant concerns regarding grading and stormwater impacts. There needs to be some way to weigh these concerns and determine whether or not they apply to a proposed use prior to actually implementing that respective use. There are

many examples where development has occurred that does not involve buildings, but has the same development impacts as developments with buildings. Need to develop some language regarding such uses that avoids unintended consequences.

Interests Raised by University Participants

- Regarding the Town's request for the University to contribute funds to be used for Town-wide stormwater projects, is the Town currently building a capital reserve for stormwater-related improvements? Would like to make sure that the University is being treated in the same manner as every other property owner.
- What percentage of Town stormwater fees are placed in the fund for capital projects?

Interests Raised by Citizens

- With option C, would like to see how the carbon reduction program is affected by it, and how stormwater and water management goals are met.
- Concerned about athletic facilities, courts and seating areas, as well as interior roads that increase impervious surface, yet the University does not want to fully participate in the Town's Stormwater Utility. These facilities are going to be major contributors to impervious surface and stormwater runoff – you can't have it both ways.
- No mention of the offsite stormwater impacts, including stormwater drainage from the southeast corner of the site into the Martin Luther King Jr. Boulevard storm drain system.

Council Meeting, June 22, 2009

Interests Raised by Council Members

- Appreciate the University's agreement to financially participate in the Town's Stormwater Utility program.

E-Mails Received

- The following table and comments were included in a letter that was sent to the Town Manager on June 2, 2009:

Carolina North Development Agreement **Neighbors for Responsible Growth**
Proposed Stormwater & Sedimentation Amendments **June 1, 2009**

Issue	Section	Change to 5/19 draft development agreement	Rationale	Status
Storm water	**G.6** *add*	Suggest adding "duration of flow" and "temperature" to the design criteria that will be addressed (along with the stated design criteria of peak rates, volume and		Proposed 5/21 to Council and Trustees

		quality). At a minimum, duration of flow should be addressed as it significantly influences the stream hydrograph and, as we are learning, can significantly impact downstream channel erosion.		
Sedimentation	**G.6.22** *Amend*	Ask UNC to agree to provide an on-site inspector on a daily basis to monitor erosion control and stormwater management practices.	Sedimentation during construction is a threat to water quality and fish habitat.	Proposed 5/21 to Council and Trustees

As you know, Neighbors for Responsible Growth has recently recommended a number of amendments to the Development Agreement that will govern the build-out at Carolina North. These recommendations are similar to what we presented to the Trustees on May 21. We wanted to be sure you had the most recent NRG recommendations in hand before the staff presents another draft of the Development Agreement next Monday night, when the formal consideration of Carolina North begins. These transportation-related recommendations are attached for your information. We put the storm water recommendations into a second file.

Our primary recommendations for transportation:

- Require transportation system improvements needed to meet the demands created by Carolina North.
- Mandate public transit.
- Develop adequate bicycle and pedestrian options for accessing Carolina North.
- Ensure public participation in major transportation planning.
- Implement enforceable safeguards for neighborhoods.

We look forward to working with you during the next critical weeks to ensure that these recommendations, or comparable language that addresses the issues, is included in the Development Agreement. We are available to help clarify our intent on any of these recommendations, and encourage you to contact Bob Henshaw (rghenshaw@gmail.com or 933-9609 if you have any questions.

We are looking to securing support for all these recommendation which represent the concerns of hundreds of interested Chapel Hill and Carrboro citizens voiced through a public process that included neighborhood forums, focus groups and surveys.

We really appreciate your work and your support. Let us know if we can assist you in putting together a special Q and A session with Dave Owen.

8. Transportation: Transit, Parking, Streets, Sidewalks

Council-Trustees Work Session, September 25, 2008

Interests Raised by Council Members

- Would the roads in Carolina North be public roads, or is this something that would be negotiated?

Chapel Hill Town Council Meeting, October 15, 2008

Interests Raised by Citizens

- How will the anticipated increase in traffic associated with Carolina North impact the safety of pedestrians and bicyclists in surrounding neighborhoods?
- How will the increased traffic impact citizens' ability to access connecting roads to their neighborhoods from primary corridors like Martin Luther King Jr. Boulevard?
- What is the anticipated impact of the development and increased traffic on air quality in surrounding communities?

Interests Raised by Citizens (Written)

- Petition to Chapel Hill Town Council on Carolina North Impact Studies Submitted October 15, 2008 We request that complete information on the traffic congestion, public health and safety impacts on neighborhoods surrounding the proposed Carolina North development be collected, made publicly available and fully considered before any irrevocable decisions are made regarding the development. Specifically, we request that the results of the traffic impact analysis, the long range transit plan and other pending studies be publicly shared, discussed and serve as the basis for identifying strategies to minimize neighborhood impacts to the greatest extent possible. Among the questions important to us that have not yet been addressed: * How will the anticipated increase in traffic associated with Carolina North impact the safety of pedestrians and bicyclists in surrounding neighborhoods? * How will increased traffic impact citizens' ability to access connecting roads to their neighborhoods from primary corridors like MLK Boulevard ? * What is the anticipated impact of the development and increased traffic on air quality in surrounding communities? * How will noise and light pollution associated with the development be minimized? * What short-term and long-term standards will define acceptable levels of traffic, air particulate, and noise and light emissions associated with Carolina North and how will compliance with those standards be monitored? The timeline for a vote on final approval of the master plan should accommodate reasonable public deliberation and comment on relevant information /as it becomes available/. This information should also be disseminated early enough to inform any development agreement with the University.

Council-Trustees Work Session, October 22, 2008

Interests Raised by Council Members

- Link parking ratios to developed square footage; as more development occurs and mass transit comes on line and matures, can reduce parking ratios for future square footage.

Council-Trustees Work Session, November 18, 2008

Interests Raised by Council Members

- When would the proposed Transit Center be built?
- Law School is being discussed as the second building, yet it is 2,000 feet away from the Innovation Center and Martin Luther King Jr. Boulevard. The Council has received petitions from law students about the distance between the new law school and the nearest bus stop on Martin Luther King Jr. Boulevard. Does not seem transit-friendly. Would like for Law School to be successful from the start.
- Concern that Law School faculty and students see moving to Carolina North as a way to get more parking for the Law School. How will the University deal with this issue five years down the road? Seems that it might be better to plan for people to ride to the new Law School on the bus from the beginning, otherwise the Town "may eventually have a mutiny on its hands."
- Should consider taking the approach "let's serve Carolina North with the existing transit system from day one." Rather than putting money into parking and then subsequently transitioning into increased transit service, why not establish the right precedent from day one and save the University some money?
- More development requires more transit. Recommends planning for and implementing transit in the first place.
- The proposed north-south road is symbolic of transit not working – you are basically saying that you have so many cars that you need to get in and out of this site that you need to create a new road in order to accommodate them.
- How will transit enter and exit the site?
- When does the proposed 'C' Road (which is proposed to run from Piney Mountain Road to Estes Drive Extension and back to Martin Luther King Jr. Boulevard) exist in its entirety?
- Does the University intend to design in a way to accommodate a fixed guideway?
- Recommend that the Town and the University have a vision, recognizing that what you do in the early years will affect what you can do in the later years.
- One of primary concerns for the Town is whether transit mitigates or exacerbates congestion. Dedicated bus lanes could mitigate automobile traffic, but they are not likely to be available for a long time. Suggestion that putting Road 'C' in early may be desirable.

Interests Raised by University Participants

- Construction of Transit Center is dependent on amount and rate of development at Carolina North.
- Law School faculty members want to be in the heart of the new campus, and not on the edge of the development. Also, the intersection at the Law School will be a very important intersection and the Board foresees the Law School as being a big building with signature architecture that sets the tone for the academic central core of the campus.

- Receiving the Traffic Impact Study and determining the evolution of how people move around Carolina North along with the addressing the fiscal impacts are the two biggest issues that need to be negotiated from the University's perspective. As is the case on the main campus, the University remains committed to transit and anticipates that the ratio of parking per employee will widen as Carolina North evolves.
- University participants are incredibly frustrated at how long the transit study is taking to be completed.

Interests Raised by Citizens

- Request that the University agree to implement some of the fundamental transit and bicycle facilities at the beginning of development, rather than at the end. Implement the greenway plan and install sidewalks, bus shelters and pull-offs, pedestrian crosswalks, signal heads, and refuge islands sooner rather than later. It is important to make the development transit-friendly as early as possible.

<u>Public Education Session, November 19, 2008</u>

Interests Raised by University Participants

- Have not done a parking calculation for the full 50-year plan, but have been working on a projection for the first 15 years (2.5 million SF). The Town's parking guidelines generated about 5,000 spaces for this period of time. The University anticipates starting out with more spaces per employee initially and then moving to a lower ratio over time as Carolina North develops (e.g. at different levels, there may need to be different levels of parking support).

Interests Raised by Citizens

- Despite the community asking the University to drop the North-South road connection to Homestead Road, it continues to be a part of the plan.
- The 'C' route going into the Carolina North campus makes a lot of sense from a public safety perspective.
- Recommend a tree lawn along Estes Drive and Martin Luther King Jr. Boulevard.
- Read a transportation report several years ago and saw in the newspaper that there were going to be 19,000+ parking spaces on the Carolina North campus. Is this still the case?

<u>Council-Trustees Work Session, December 3, 2008</u>

Interests Raised by Council Members

- Have heard concerns from students that the proposed new Law School building is too far from parking. Believe that Chapel Hill Transit could serve this location and save the University a lot of money.

- Spreading buildings out makes it difficult to create a vibrant place.
- Concern that the proposed new Law School building will be isolated from other academic uses, and is potentially being proposed in the wrong place.
- Hard to discuss the amount of development program that is appropriate without having the results of the transit study, and knowing what types of contributions to Chapel Hill Transit might be involved.
- Concern regarding the proposed location of the new Law School not being readily accessible to students who would be coming from a bus stop on Martin Luther King Jr. Boulevard.
- Is there some way to locate the new Law School internal to the site and have a vibrant campus initially? This would appear to conflict with the goal of having higher density along Martin Luther King Jr. Boulevard.
- What is the schedule for the transit analysis?
- Would like to have the transit analysis as soon as possible. If full transit analysis is not going to be ready soon, then is it possible to at least get a preliminary report?

Interests Raised by University Participants

- University is taking a huge step and a big risk by taking the law school and moving it out to Carolina North.
- Will take time to build the synergy between buildings at Carolina North and create a vibrant place.
- Are looking to build a campus that will serve multiple generations. Have to think long-term regarding the placement of various users, such as the Law School, at Carolina North. Do not want to make short-term decisions in the name of convenience or transit.
- The Law School is not going to go on Martin Luther King Jr. Boulevard. The Law School does not want to be on Martin Luther King Jr. Boulevard. This is not the right setting or location for a Law School. The University is looking to put higher density development along Martin Luther King Jr. Boulevard, in accordance with the Town's recent input regarding significant densities along this frontage.
- University is willing to help with the development of an urban corridor down Martin Luther King Jr. Boulevard, if that is the Town's goal.

Interests Raised by Citizens

- Encourage Carolina North to be bike-able and walk-able from the neighborhoods located north of Homestead Road, such as Larkspur.
- Concern about proposed northern vehicular access point at the intersection of Homestead Road and Weaver Dairy Road Extension. Even if there are no other access points other than Martin Luther King Jr. Boulevard, it looks as if the proposed connection to Homestead and Weaver Dairy Road Extension will be the shortest route to and from I-40. All that this particular point of northern access does is cuts off distance to I-40 and provides the ability to avoid at least three

traffic light signals on Martin Luther King Jr. Boulevard. Thus, such a connection would provide the shortest distance in commuting time and an increased volume of traffic pm Weaver Dairy Road Extension. The potentially high volume of traffic associate with such a connection will be so excessive that it will pose pedestrian safety concerns, cause congestion issues, and exacerbate the speeding problem on WD Road Extension.

- Martin Luther King Jr. Blvd. is designed to handle a high volume of traffic, and this is where Carolina North traffic should stay. The Martin Luther King Jr. corridor has 4 lanes and a large landscaped buffer, and is designed to handle a lot of traffic. By comparison, Weaver Dairy Road Extension is not designed to handle heavy volumes of commuter traffic. Weaver Dairy Road Extension only has two lanes, has a speed limit of 25 mph, and was built for the purpose of serving several neighborhoods.
- Weaver Dairy Road Extension currently has a speeding problem. Concerned that safety on this road will be further compromised by adding many thousands of additional trips to Weaver Dairy Road Extension. Also, Weaver Dairy Road Extension has line of sight issues, and this is why the Town Council previously decided to approve the posted 25 mph speed limit. Need to pay close attention to the transportation plan for Carolina North so that we don't have unintended consequences. If there is going to be a northern access point for Carolina North to Weaver Dairy Road Extension, would encourage the Town and the University not to make it a full vehicular access point.
- Concerned that the apparent slippage of the fiscal and transit studies is not reflected in the current schedule.
- Regarding road maintenance, the roads on the UNC main campus, which are maintained by NCDOT, are in terrible condition due to buses and construction vehicles. Anticipates that the roads built at Carolina North will eventually be deeded to the Town and will be the responsibility of the Town to maintain. For the next 50 years, buses and construction vehicles will also be prevalent at Carolina North. Recommendation that the Town insists on some severe, heavy duty road standards for the streets at Carolina North. If enhanced standards are not employed, then University needs to be responsible for maintenance costs.
- For mass transit to succeed, parking needs to be inadequate with regard to the number of employees and students. Recommends that this approach be pursued at all times during the life of Carolina North.
- Regarding the northern road that will go up to Weaver Dairy Road Extension, needs to be defined by date or conditions as to when this road will occur.
- The proposed northern access road would alleviate some of the congestion on Martin Luther King Jr. Boulevard, as you would get people immediately moving in the direction that they need to go. Diverting traffic in multiple directions would be a good thing.
- Need to accept that construction activity is a natural part of development.

<u>Council Work Session, January 10, 2009</u>

Interests Raised by Council Members

- It is important to know the annual percentage of growth associated with mass transit projections.
- The projected mass transit numbers for the Chatham County corridor do not seem high enough.
- Is it possible to get a park and ride lot at US 15-501 and Interstate 40?
- What, if anything, can be done to fix/improve Estes Drive?
- Should investigate the possibility of widening the eastern end of Estes Drive since it is wider and appears to have room for improvements to occur.
- The major design issue is that transit should serve Carolina North.
- If transit is going to work, then it has to be linked to standards in the development agreement. Need to be able to link transit and growth at Carolina North, both in terms of the gradually increasing intensity of development and necessary capital investment in infrastructure.
- Town needs to create certainty that both parties are committed and invested to transit because the Town is not going to widen roads and it is going to be multi-modal.
- Should seek to develop a community around a transit center – base Carolina North's program around a transit point, or hub, from which they can grow out. Transit should also lead development, not follow it.
- Do you build out Chapel Hill for the purpose of transit, or build out Chapel Hill and Carolina North the way you want it to be and work transit around it? The Council has asked the University to put density along Martin Luther King Jr. Boulevard; however, the University believes that Law School would be nicer if it's located in the interior of Carolina North. So, do you move the Law School in order to have a hub, or do you relinquish requirements of density along Martin Luther King Jr. Boulevard?
- Should density occur along Martin Luther King Jr. Boulevard or the proposed 'C' road? Does light rail play a role?
- If the Town wants Carolina North to be a vibrant, 24/7 place to live, transit will make this happen.
- If development is pushed in from Martin Luther King Jr. Boulevard, then the Town has control of both sides of the road.
- The Town should start talking about limitations on parking and require some kind of arrangement and prescribe limits. Need to explore what opportunities and costs come with each plan.
- Northern connector road should not be a part of the first development agreement.
- How does the proposed northern access road relate to transit? Need to link preservation of open space and transit.
- How much parking should be included in the first phase? How to best balance needs while promoting transit? Link to square footage? What are the mode split goals?

<u>Council-Trustees Work Session, January 14, 2009</u>

Interests Raised by Citizens

- Regarding air pollution, need to go beyond the LUMO and EPA standards – need to be talking about particulate counts.
- Make greenways an important part of the discussion. Need to pay attention to how various projects within the Carolina North connect to our existing and proposed greenway systems, as well as well as links to greenway opportunities north of the Carolina North campus.

<u>Public Input/Information Session, January 29, 2009</u>

Interests Raised by Citizens (Verbal)

- Should have a requirement in place that requires a certain amount of transit to be in place after a certain number of major buildings have been constructed. Need to make sure that this does not turn into an office park.
- Concerns conveyed in petition last October, including lack of information available regarding Carolina North's potential impact on traffic congestion, air quality, pedestrian and bicycle safety, and noise and light emissions. Still awaiting a response to this petition and eager to get more information on the issues that were raised.
- What short term and long term standards will define acceptable levels of traffic congestion, air particulate, and noise and light emissions associated with Carolina North, and how will compliance with those standards be monitored? When these thresholds are exceeded, the development agreement should include an impact review or other appropriate oversight activity. In short, Town citizens should have some sort of relief from unanticipated consequences from Carolina North.
- Concerned about pedestrian safety in nearby neighborhoods.
- Would like to know what other monitoring is being done – of the air, water, light – by the University or the town.
- Currently cross Martin Luther King Boulevard in the vicinity of Carolina North in the morning to get to work. There is no crosswalk, no signal, and no sidewalk on the other side of the road. This is not safe now. Agreeing to increase the traffic without properly addressing this urgent need would be foolhardy. Would like to see the traffic and transit studies that we have been promised.

Interests Raised by Citizens (Written)

- High-efficiency and sustainability in design – integrated pedestrian/bike (complete streets)
- I would prefer to see more pedestrian/bike paths to commute to Carolina North rather than bike lanes. Separation is safer and I think a more efficient use of road capacity and better for urban form/design overall.

- Performance guidelines needed for design of the physical setting – expression thus far seems two-dimensional, focusing on roads-blocks, not growth and visual and spatial linkages
- Use non-carbon emitting people movers on campus to reduce automotive traffic
- Technology is adored by many Chapel Hill residents so many must realize that great changes will happen repeatedly in cars, fuels, water reclamation, etc; unpredictable!
- A visible, accessible center on campus which provides covered bike storage, lockers and facilities for showering would send a strong message that alternative transit is encouraged (not just an option)
- Need bike/pedestrian connectivity from the start, not only with MLK, but with Estes drive toward Carrboro will recognize the number of university staff and students who commute to UNC from Carrboro
- Pedestrian dangers crossing MLK
- Require transit infrastructure pegged to number of square feet and projected trips
- This is essential to mitigate air quality issues
- Will a road be built from Homestead/Weaver Dairy Ext. through the forest to accommodate construction traffic?

<u>Council-Trustees Work Session, February 11, 2009</u>

Interests Raised by Council Members

- Concern that using an assumed 1.5% growth rate may not be best assumption given nature of recent growth and limited prospects for future annexation. Also, concern that projected amount of employment growth in the community and on the main campus may not be accurate either. Important to scrutinize these projections as they will have a major effect on the long term transit plan, even if it means having to re-run the model.
- Transportation is a key issue that a lot of people in the community want to discuss. Given that we do not have all of the information that is needed to have a meaningful conversation regarding transportation tonight, recommend that the Council review its schedule and find an opportunity for a daylong session for the discussion of transit and related transportation issues.
- Will the Council be able to have more detailed discussions regarding vehicles and parking after receiving the Traffic Impact Analysis?
- What does it mean on the schedule where it says “Transportation impact analysis submitted?”
- Need to discuss level of transit that can be funded and agreed upon in order to do the transit plan. Not sure when this discussion can occur on the schedule.
- When does the investment in transit occur, and how does the investment in transit occur?
- Traffic projections clearly indicate that Martin Luther King Jr. Boulevard needs to have significant changes with regard to its transportation infrastructure, whether it is buses because that is all we can afford, or whether it is light rail. In order to carry the anticipated capacity, it is

going to take a large investment – one that will involve Chapel Hill Transit as it is the only entity that can get Federal and State financial participation. Need to give the staff some sort of guidance as to where we are headed – not sure we can wait for the details.

- Regarding transit, always planning 20-30 years out. Major investment in transit will make Chapel Hill a better community economically, environmentally and a stronger community if we make this kind of transit investment. Ready to say that this is a reasonable step for the community to take, and that it is a question of what UNC can afford to pay.
- The availability of transit may potentially alleviate the need for so many parking decks, which cost a lot of money. If you can avoid the cost of building these decks, you have saved a lot of money. Transit would be a way for the University to not have to find and spend all of this money.
- The ultimate goal is not to have people getting out of their cars at the Chapel Hill border and riding transit into town, but rather is to have people be able to have an option for alternative transportation that is a little bit more seamless.
- Is the approach that we are taking regarding transit one of linking improvements to various thresholds as new people and new jobs are added?
- Understanding with the University that more parking would exist in the early phases of the development, and then development would occur on these lots as the development moves along. This would result in fewer spaces per employee as Carolina North grows. This is an important part of funding transit improvements.
- The location of the Law School building does not seem to necessarily support linking the location of the early buildings to the proximity and availability of transit. Experiences on the main campus make it clear how difficult it is when you take parking away. As exemplified by Southern Village, if a parking lot exists, then people think of it as a right. Would seem better to just put a building there and limit parking from the beginning if that is the long-term plan.
- Concern that Carolina North may not be transit-friendly from the beginning. May require a higher level of investment from the beginning to make this the case.
- The first phase buildings may not be able to be served by transit in the short term in the same manner that they may be served in the long term. May need to make some adjustments in this regard though, as once such parking is there, it may never go away.
- Look at transportation impact analysis schedule, and determine when an additional meeting could be scheduled.

Interests Raised by University Participants

- Why is it taking so long to get the results of the transit study?
- Need to have a deadline with the selected traffic consultant regarding when the Traffic Impact Analysis will be completed.
- The issues with the Traffic Impact Analysis are really what assumptions should be used. What is the internal capture rate assumption? What is the assumed ridership rate? These kinds of issues determine what results come out of the study and what types of improvements you need

to have in place at certain points in time, based on levels of growth. Can then figure out appropriate contributions, but is a bigger issues that just the Town and the University – will need additional funds from other sources.

- The University's long-term goal is to move towards something similar to what currently exists on the main campus; but, transit does have to come along and evolve. The University wants transit and supports this goal, as the connection between Carolina North and the main campus will be incredibly important. However, the University has to be careful in case anticipated federal funding for transit does not occur.

Interests Raised by Citizens

- Homeowners in neighborhoods located north of Homestead Road along Weaver Dairy Road Extension are concerned that the proposed northern exit from Carolina North will create increased traffic on Weaver Dairy Road Extension and also create possible safety issues.
- Notion that increased traffic on Weaver Dairy Road Extension will be created is based on assumption that a northern connection to Carolina North will provide a shortcut to I-40 and allow drivers to bypass 3 stoplights on Martin Luther King Jr. Blvd.
- Jack Evans previously stated that the recommendation for the northern exit to Carolina North came from the University's traffic consultant. Is the applicable section of the consultant's traffic report available to the public so that they can understand the basis for that recommendation?
- Did the University's traffic consultant consider the impact of a northern exit on neighboring neighborhoods? Are the other results of the traffic study in? If so, what do those results indicate regarding Weaver Dairy Road Extension? Also, if the northern exit is going to be a part of the plan, would the Town Council and the University Trustees consider a transit-only exit?
- Protection of existing neighborhoods is one of the foundations of Chapel Hill's Comprehensive Plan. When the master planning process for UNC's main campus was ongoing a number of years ago, the Council reinforced that concern for neighborhoods by passing the following in July of 1999: "BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council opposes mass transit routes and technology, including rail, that would have serious adverse impact on any Chapel Hill neighborhood." Hopefully, concern for neighborhood protection is still part of the Town of Chapel Hill's primary goals. With this in mind, our growth, which will in the future include Carolina North, has and will continue to have impacts on neighborhoods in many respects, including transportation. A transportation system that has the least impact on existing neighborhoods should be the goal of the Council and this should be clearly stated in any development agreement.
- A number of years ago, the Mayor, several Council members, the Town Manager and several others visited Ottawa to see that Town's bus rapid mass transit system. We were led by John Bonsall who had developed the system, and well as systems for other areas. It is an impressive system and many of us came away convinced that something similar could work for our area. A bus rapid mass transit system allows for greater flexibility to meet the needs of existing as well as future ridership; allows for greater interconnection with Chapel Hill Transit, which is essential for an effective regional mass transit system; allows for greater interconnection with park and ride lots and commuter traffic; allows for use of advanced traffic signal technology to reduce

auto congestion, among other reasons, and none of these would be possible using the existing railway.

- John Gardner, a UNC transportation planner in 1990, wrote an article that is pertinent to our present situation. He advocated for a bus rapid mass transit system. He does mention a dedicated bus way that might be hard to achieve on Martin Luther King, Jr. Boulevard, but a bus system here still seems superior rather than the use of the rail line that is fraught with complications.
- Nice to have copy of revised timeline in advance. When will the Traffic Impact Analysis actually be finished? Would be nice to have a date regarding this event in the timeline. The surrounding neighborhoods will be very interested in seeing the results of this study.
- Really important that transit be built in from the start at Carolina North.
- Should not live with just a promise of fixed guideway.
- If you can set aside all of the open questions about how UNC and Chapel Hill are going to grow, what the citizens really want to know is how the Town is going to design transportation infrastructure around Carolina North. If the University truly wants to be a world-class educational and research center, then the University needs to make sure that the transportation infrastructure works.
- Increasing the transit system proportionally as development occurs is a reasonable approach, but the financial investment in transit, and fixed guideway infrastructure in particular, is huge. If this is the goal, then need to start educating the public now as they are going to be the ones who approve the tax increases that provide the funding.
- All the roads around the entrance (Estes Drive, Estes Drive Extension, Martin Luther King Jr. Boulevard) are roads that are constrained now. Whatever is built, whether a little or a lot, you are going to need to widen the roads, and that is going to take time. So, these improvements should be on the table for discussion now.

<u>Public Input/Information Session, February 19, 2009</u>

Interests Raised by Citizens (Verbal)

- It is very important that citizens understand (for both the traffic and fiscal impact studies) the raw data and the basic key assumptions that went into these studies so as to understand the consultant's thinking. Will this information be a part of the report? If not, will the University consider making it part of the report?
- Regarding transportation, it sounds like we have a very tight time frame. It is really important to a lot of people in Town that transportation be addressed properly. Yet, it does not seem like there is going to be much time to respond to the various studies. This seems unfortunate for a development that is going to span 50 years.
- It is unrealistic to think that we will be able to respond to traffic impacts once construction begins, since it may take years to plan, get funding and put improvements in place. This suggest that a "plan as you go" approach is not in the community's best interest. Also clear at last week's meeting that Council members and citizens continue to be handicapped by the lack of

available information. With only 4 months to go per the stated schedule, the window of available time is closing.

- Many are beginning to operate under the assumption that a transportation management plan will not be in place at the time a development agreement is approved, and that conditions need to be written into the agreement to deal with negative impacts as they occur. If we are going to accept a "plan as you go" approach, then we should approach things on a "pay as you go" basis. Accordingly, rather than assume that a single traffic study can get it right for the whole development, it would seem to be better to have new traffic studies conducted for each new building throughout the development process. If a new building forecast negative impacts, then it would not be built until those impacts could be mitigated.
- Would like for the public to be able to have input regarding which intersections are studied.
- Request a special informational session that is focused solely on transportation issues.
- Concern about effect of vehicular pollution on air quality, especially on kids and people with asthma. Healthy lungs are impaired by poor air quality, so transportation should be a key issue.
- Would like to see the statement that "transportation should not negatively impact surrounding neighborhoods." While one building may not negatively things, over time there will be a cumulative impact.
- Carolina is uniquely located to form a triad between downtown Chapel Hill and downtown Carrboro. There are some great opportunities for connections between those three locations via forms of alternative transportation other than bus. Need to look into alternate routes to get pedestrians and bikes between the main campus and downtown Chapel Hill. There are some potential routes through neighborhoods that would be much better than Martin Luther King Jr. Boulevard. In order to connect to downtown Carrboro, South Estes is one potential option, but is not a very pleasant option. Need to work on establishing an alternative corridor to downtown Carrboro that is more pleasant and conducive to travel.
- Need to incorporate a bike hub area/facility for safe bike storage and protection from the rain. Could also include showers for bikers.
- Concerned about traffic impact on Martin Luther King Jr. Boulevard and Piney Mountain Road. Will need sidewalks and bike lanes on both sides of these roads. Have we started planning for these improvements? Are we monitoring what is going on now? Are we making plans to mitigate these impacts that are being discussed?
- Need to talk about how we are going to monitor and measure compliance. The Development Agreement gives us the chances to think about this issue. How will we measure air pollution? When we talk about dark skies, how much illumination per square foot is acceptable?
- Regarding the traffic impact analysis, why was the data collected in November and December? Does not seem like a good time – does not seem like a representative sampling, thus will likely be a source of contention.
- Support for a special session on transportation issues. People are very concerned about traffic impacts both on individual neighborhoods as well as the community as a whole.

- Surprised to hear that the RFP for the traffic impact analysis is only now going out. Had assumed that we would have the opportunity to receive the results of the traffic impact analysis, review them, and react to them prior to any decisions being made.
- Carolina North could be something that we are very proud of. It could also be the creature that ate Chapel Hill. The determining factor will likely be how traffic is dealt with. Thus, this is something that the public really wants to hear about.
- Improve traffic impact by mitigating it rather than accommodating it. Need to take steps to encourage more bicycle and pedestrian traffic.

Interests Raised by Citizens (Written)

- Bike road and pedestrian facilities – improvements triggered by square footage percentage levels
- Establish bike trail from Carolina North to Carrboro and main campus alternative to Martin Luther King Jr. Boulevard (for student use)
- Will there also be light rail?
- Seek to connect not only neighborhoods to Carolina North but downtown Carrboro and Chapel Hill (acknowledging that Carrboro is beyond jurisdiction, but partnerships could be sought)
- Don't forget private adjacent neighborhoods and importance of making pedestrian connections
- UNC Students would rather take a longer, flatter bike path than Martin Luther King Jr. Boulevard, which is dangerous.
- Provide maps to Carolina North trails and existing greenways at bike hub/transit station.
- Bike-ability and active transport that are pleasant and innovative.
- Take all feasible steps to provide interconnected, walkable, and bikeable pathways that will allow students and Carolina North Employees to leave the car at home.
- Include historical facts and guide to local wildlife and bike trails at transit or bike hub station.

<u>Public Input/Information Session, March 4, 2009</u>

Interests Raised by Citizens (Verbal)

- If you look at demographics of UNC's work force, one would expect that there will be pressure on Eubanks Road, Homestead Road, and Estes Drive from the west. Also anticipate that there will be trickle down effects on Elkins Hills neighborhood and along Piney Mountain Road and Honeysuckle Road. In the originally proposed traffic impact analysis, these things were not taken into account. Also, what about factoring in cumulative impacts from the proposed Altemueller Property and the recently approved Grove Park development? Are these impacts going to be factored into the analysis?
- If you do an analysis within the boundaries of the Carolina North project, not sure how you can coordinate that with growth outside of the project. Makes more sense to have a step-wise

iterative process where you do a rolling series of traffic impact analyses as the development grows, with a series of thresholds that indicate when you would need another one. Consider building in details in a generic way.

- Need to have some wording in development agreement to figure out the thresholds as you go, because things are changing in the outside world as you move forward.
- As difficult as it may be to predict exactly what is going to happen within Carolina North's boundaries, it is even harder to predict what is going to happen in the surrounding areas, including Chatham County.
- It is encouraging that the Town and the University seem to be trying to get their hands around the whole thing. If we look at Meadowmont on East 54, there was not really much detailed traffic analysis which resulted in a complete mess.
- When speaking of analyzing Hillsborough Street, want to confirm that we are also looking at adjoining streets such as Franklin, Rosemary, etc.
- With regard to the transit plan, what is the best possible estimate as to when all these things will happen? For example, regarding the rail coming in from the northeast, what is the most optimistic estimate and the most pessimistic estimate as to when we would get light rail?
- Given that NC State's Centennial Campus includes approximately 3 million square feet of floor area, what are they doing for mass transit?
- If the rail is not anything that is going to help us in the immediate future, and the traffic impact plan shows that Martin Luther King Jr. Boulevard cannot handle the traffic, what are we going to do? Look at park and ride lots?
- Have discussions begun regarding cost and locations for projected park and ride needs?
- Looking for different trigger points, if the underlying assumptions do not hold true, what kind of transit picture do we have?
- Does not like transit study map as it is justifying a high density pattern of growth along Martin Luther King Jr. Boulevard, much like East 54. Personally believe that people want to develop MLK, and then get transit to service it; in other words, they want to use this type of development as a carrot to get transit. Would like an A scenario and a B scenario and talk about these trigger points. Feels that this particular graphic is a sales pitch for higher density development along this corridor.
- Concerned that five East 54s will get built on Martin Luther King, Jr. Boulevard in an effort to attract mass transit.
- What is the University's current thinking on who will own and maintain the roads at Carolina North?
- Are most of the roads on main campus owned and maintained by NCDOT?
- Of the opinion that roads on the main campus are in terrible condition, partly due to recent construction activity. How can we prevent this from happening at Carolina North?
- What is bus rapid transit (BRT)?

- Are we talking about widening Martin Luther King Jr. Boulevard, and how are we going to get pedestrians across this corridor?
- In order to get federal funding (which staff has indicated that that we are going to need in order to make all of these traffic improvements), we are going to need to pass some sort of test in terms of density with whomever makes these decisions. Is the Town thinking that we will just need high density along major corridors, or are we going to need it all over Town? How much will we need to get the federal funding?
- How are the Town and the University going to coordinate to make sure that everything gets the focus it deserves and comes together in the desired fashion? Would help if this work was more visible, so citizens feel more comfortable. Would like to hear and understand the plan to get to the desired result.
- The transportation studies need more public communication. Also, these studies are expensive, so as you do the planning, be sure to build in the proper funding to do the proper studies to make sure that everything will work.

Interests Raised by Citizens (Written)

- Public transit will be used between campuses, but the average resident wants to go to a variety of places in the whole Triangle area and/or is raising children and/or is caring for other family members.
- Garages and parking cannot be eliminated even as public transit is expanded.
- How will the Town and UNC collaborate to plan & operate an expanded and integrated bus system to provide public transit during the interval before the opening of a future light rail/fixed guideway system?
- It is important to avoid clogging major arterial roads with lines of buses!
- How & where will Carolina North connect to the main campus with respect to transportation?
- Look at Centennial Campus to assess how much transit will be needed for 3 million square feet of floor area.
- Given that Hillsborough Street is a residential street, but is also used as a cut through for University traffic, what plans are being made to keep thru traffic on Hillsborough to a minimum & to ensure that traffic adheres to the 25mph speed limit on the street & stays two-way?
- Still consider making immediate use of the railroad for transit. (at least the ROW)
- Personal vehicles will become more and more energy efficient and less carbon-emitting.

<u>Council-Trustees Work Session, March 11, 2009</u>

Interests Raised by Council Members

- With respect to transit, it would be helpful if we could identify the different investments that would be made at different times in the transit plan, and spread them out so that we understand the various components and the time at which different investments would have to

be made. Could move along more efficiently when we get to the time that we are talking about this if we had the plan and the investment goals laid out in front of us; this would lay the foundation for a collaborative negotiation between the Town and the University. We pretty much know what these elements are, although we may have to estimate costs.

- How does Chapel Hill Transit play into these improvements? Chapel Hill Transit is the agency that will have to get the money and make the investment. Means that Carrboro, Chapel Hill and the University will all be involved. Need to think about the University's role with regard to Carolina North and the main campus as well as the broader picture. Here is a point where the separateness gets a bit fuzzy.
- Need to work on this so that we get to the higher goals that we may not get to for decades – improving the system. Could also demonstrate to the public that the approval of Carolina North and the development of certain phases are making an important difference to the Town – a spin-off benefit to the whole community that would not occur if Carolina North was not proceeding.
- Would like to be able to review transportation information prior to the meeting and have a chance to review and think about before discussing. Does not understand a lot of the details plugged into the Traffic Impact Analysis. Are we going to have a dedicated bus lane on Martin Luther King Jr. Boulevard? Are we going to be using the rail line between Carolina North and Eubanks Road? Would like to better understand before the analysis arrives on May 1st.

Interests Raised by University Participants

- It will be important for the University to figure out how it participates in the necessary transportation improvements and how the University can fiscally accommodate those improvements along the way. Need to figure out a schedule and a timeline as the University builds out Carolina North in order to understand what types of transportation improvements are required at certain points and certain intensities of development. Need to better understand since neither the Town nor the University is going to be able to pay for all of these improvements and are going to need financial help.

Interests Raised by Citizens

- Reinforce the importance of the TIA to the process. Need to ask consultant for delivery sooner rather than later.

<u>Public Input/Information Session, April 1, 2009</u>

Interests Raised by Citizens

- How much parking will be provided at Carolina North? Concerned about potential traffic impacts.

<u>Council Work Session, April 8, 2009</u>

Interests Raised by Council Members

- Are parking lots being counted as open space?
- How do bikes fit into a potential Bus Rapid Transit (BRT) system? Specifically, where do bicyclists ride their bikes on the shared street system (bike lanes, roadway, etc.)?
- Typically, how long are Bus Rapid Transit (BRT) systems (how many miles do they cover)?
- What is the rationale for not including the southeast road intersections (NC 54 East and US 15-501) in the Traffic Impact Analysis?
- Why are more Weaver Dairy Road intersections not being analyzed as part of the Traffic Impact Analysis?
- There has been discussion of a transit hub at Carolina North. How does the location of this facility affect the Traffic Impact Analysis? For example, does it matter whether the transit club is close to Martin Luther King Jr. Boulevard or is located more internal to the development? It seems like if this facility is more interior to the site, it will not work as well. Would like a better understanding of the pros and cons based on the Traffic Impact Analysis.
- Sections 8.5 and 8.6 of the development agreement do not seem to offer enough assurance.
- Where do the short range transit plans fit into the development agreement?
- Support for as much housing as possible at Carolina North in order to reduce number of vehicular trips needed.
- Section G.4.6 discusses the provision of on-site parking to support on-site housing. What does this mean? What types of numbers and/or ratio of spaces would be acceptable?
- Do we really need Section G.4.6? If we are trying to encourage transit, then why would we allow parking spaces near residences? Suggest deleting this section and dealing with the location of residential parking as part of the master plan.
- How is it fair that families who have big houses and lots of money get to keep their cars at their houses, but families who live in affordable housing do not get to keep their cars near their homes? Suggest that this is something that needs to be designed into the project.
- Perhaps Council should consider stipulating that none of the residential parking for Carolina North can be can be provided off-site?
- Suggest treating the amount/ratio of parking in the same manner for both subsidized/affordable units and market-rate dwelling units.
- What does the Council accomplish by pushing the residential parking off-site? It is still parking and takes up the same amount of space.
- The University needs to come up with a housing product that people want to buy. Parking is part of that equation. These dwelling units are more likely to include families, and thus the Town needs to help make access to parking more desirable than for undergraduates. What is the parking ratio at Beattie Hill (University married-student housing)?
- Parking should be addressed in the Transportation/Transit section of the development agreement (Section 8), not put in the Housing section where it may be misconstrued.

Recommend deleting section G.4.6. This would allow parking to be dealt with as a parking/transportation/transit issue.

- What is the parking ratio on the University's main campus as it exists today?
- What about student cars that do not pay their way? Would like to fold in some way for the University to help the Town levy a fee on some subset of the student population that they could identify as having cars in Chapel Hill. Potentially look at an example in Philadelphia as to how a similar situation with another university was handled?
- Remove any reference to a north/south road connection to Homestead Road from all maps.

<u>Public Input/Information Session, April 16, 2009</u>

Interests Raised by Citizens

- Who is making assumptions for the Traffic Impact Analysis?
- Square footage numbers are floor space, not footprint?
- Since this is a public-private development, if there is an influx of private capital, then development could occur faster than anticipated. N.C. State's Centennial Campus, while perhaps not the best example, has grown in bits and spurts.
- How soon does the University anticipate starting construction? Within the next year, or at some later time (e.g. in the next 3-5 years)?
- The transportation section of the development agreement discusses a lot of improvements along Carolina North's Martin Luther King Jr. Boulevard frontage. Will these improvements extend beyond the boundaries of Carolina North?
- Is it envisioned that Martin Luther King Jr. Boulevard would become a major bike corridor between Carolina North and the main campus?

Interests Raised by Citizens (Written)

- Median pedestrian strips and islands work better at night if the edges are painted with reflective paint.

- The "Nano" mini-car, which is produced by the Tata Company in India, is being bought by the thousands each week. Furthermore, today (4-16-2009) General Motors announces that a small car they sell for $5000 in China is selling by thousands each week.

- Chapel Hill must plan for reality. Critics repeatedly pressure against adequate parking, but those very critics prefer private vehicles themselves. One member of the Planning Board explained this disjunction as what applies to a "transit-oriented community" but that the Board Member's neighborhood is not a "transit-oriented community". Chapel Hill cannot sustain its business community nor attract new businesses to Carolina North or downtown with such non-logic. Roads and parking must be provided and improved for the same convenience that current

residents have & those abroad expect. Credits for clunker-trade-ins may reduce carbon emissions more realistically.

- Do the plans account for the rapid influx of the European motor scooters or motor bikes? Should include Parking (Bike Spaces) and designated lanes or sidewalk development.

- When does the Transit impact Statement arrive for review (particularly by T-Board)?

- If there is a Transit Center, and there is a rail line nearby, will this rail line be used in any rail option to connect Chapel Hill to Durham?

- Is the Transit Center only for Carolina North? Or is it available for all of Chapel Hill?

- If rail is included here, then Chapel Hill would need to refocus bus routes so that all of the community could have the same access.

- The University would have to make additional contribution to transit (bus) to have access to Transit Center.

<u>Council-Trustees Work Session, April 22, 2009</u>

Interests Raised by Council Members

- While it may be deemed acceptable to put parking outside of the 250-acre development area, it should count against the agreed-upon parking ratio for Carolina North.
- Regarding transportation-related improvements, the conditions in the development agreement will effectively take the place of the conditions associated with the Special Use Permit for the Innovation Center.
- What is a 'Short Range Transit Plan?' Is this term defined in the development agreement?
- Does the staff expect the Traffic Impact Analysis to actually name specific neighborhood streets where traffic calming efforts are needed, and if so, will this information be included in the development agreement?
- What was the approach regarding parking for the Innovation Center?
- What is the Traffic Impact Analysis including now for parking ratios in order to do calculations? Who will determine parking ratios for future analyses?
- How will the parking ratios vary over time as public transit gets more established and becomes more robust? Seems that the parking ratios should go down in the future as development begins to depend more heavily on transit.
- How many parking spaces are envisioned for the first 800,000 square feet of floor area?
- So, the idea is when the University gets to 800,000 square feet of floor area, the two parties will revisit where things stand and discuss transit issues and what needs to be funded?

- Regarding the list of six items in Section G.8.11, in item #1 concerned that the term "department" may not be the best term to properly encompass all desired parties. Also, concerned that in item #6 the mode split survey should probably engage residents as well as employees.

Interests Raised by University Participants

- Regarding transportation-related issues and improvements, believe that agreement should focus on uses and square footage rather than time. Because of current economic conditions, the University may not do anything out there for 5 years or more. To the contrary, what if the University finds itself in a position where is wants to accelerate development activity?
- One of the big issues for negotiation seems to be how much parking now, how much parking later, how much parking a long time later. It would be helpful if the joint staff committee could give some suggestions/recommendations regarding this issue. Should ask the staff to come up with ratios that are a function of uses. Should be a ratio for residential uses, a ratio for University buildings, a ratio for entrepreneurial buildings, etc. Not suggesting what ratios should be, but have been pushed appropriately on housing. If housing is going to be successful and the University is going to create places where people want to live, then need to know how many spaces they have per residence and that some can park a car fairly close to their home. If there is a school at Carolina North, where are the teachers and parents going to park? Need for the joint staff committee to take a look at these various uses and think about what makes sense.
- For traffic impact modeling purposes, want to make sure that everyone realizes that there will be uses at Carolina North that do not exist on the main campus (private businesses as well as non-student housing).

Interests Raised by Citizens

- Concern about increased traffic along Martin Luther King Jr. Boulevard and Estes Drive. Easiest way to reduce traffic is to limit the amount of parking on the Carolina North campus. Need to look for modern ways to move people around the campus. Buildings will be relatively close together so it will lend itself to people movers. Should utilize sustainable vehicles powered by electric batteries. Need to minimize the number of parking spaces on the campus.
- Regarding Section G.5.2.e.10 of the Development Agreement, which refers to land uses in the "Limited Development Area" that are not regulated by the agreement, note the use of the terms parking areas, parking places and parking spaces. These terms also show up in Section 5.3 where there is discussion of permitted uses in the "Development Area" and also in Section G.8.1. Believe that these terms need to be better defined. Desire is to only allow parking for incidental uses, not routine use.
- Need to put park and ride lots on the periphery of Town, and use mass transit to move people around Town.
- Regarding parking, would suggest that people who show up and complain to the Town Council about cars and parking, need to reconsider their own use of cars for their own personal convenience. Need to be realistic as to the amount of parking that will be needed at Carolina

North in order for a public-private development like this to be appealing to the private sector and to be successful. Also, would subscribe to encouraging carpooling between the main campus and Carolina North. Cars are a standard part of American life. Emphasis needs to be on more sustainable, fuel-efficient vehicles and reducing carbon emissions.

- Need to finalize a parking ratio and nail down parking lots.
- Since the long range transit plan and the traffic impact analysis have been delayed, NRG (Neighborhoods for Responsible Growth) has decided to encourage a public discussion on this topic to advance thinking on how these topics will be addressed with future planning and the development agreement. Concerns regarding public safety make this a leading concern for neighboring citizens. This concern is documented based on focus group discussions and surveys. Specifically, NRG has hosted six different focus group meetings around the community in order to foster discussion and prepare for a community public forum to discuss traffic and public safety concerns related to Carolina North. The group has received over 500 survey responses from residents in surrounding neighborhoods as well as up and down Martin Luther King Jr. Boulevard.
- Neighborhoods for Responsible Growth (NRG) would like to invite everyone to attend a community public forum titled "Carolina North: Don't get stuck in traffic" that will be held on Sunday, May 3rd from 4 to 6 PM at the Homestead Community Center. The facilitated event will focus exclusively on traffic-related issues. The Council and University Trustees are invited to attend.
- Regarding Sections G.16.1 and G.16.3 Greenways, there will be impacts from people walking south into Barclay and the Elkins Hills neighborhood. Are going to be opportunities for UNC to help with security in these and other corridors, but there has been no mention of these opportunities as part of this process.

<u>TIA Public Input/Information Session, May 7, 2009</u>

Interests Raised by Citizens

- Does the Traffic Impact Analysis include the finding that there were 40-70% increases in carbon dioxide emissions in 2015 and 2025?
- Regarding the sensitivity analysis for the various parking scenarios, is it possible to do a similar analysis of various bike and pedestrian facilities? For example, communities that have built pleasant, really nice bike and pedestrian facilities that can get people from neighborhoods to a site like his, how much does traffic go down? We currently don't have the type of facilities that make people want to walk or bike. So, if we did, is there any way to get any idea as to if and how much so would this affect the findings? In other words, is it possible to do a similar sensitivity analysis based on pedestrian and bicycle facilities and what reductions in traffic might result from the availability of such facilities?
- Would be worth looking at other communities that have very advanced pedestrian and bicycle facilities to better ascertain what impact such facilities might have regarding Carolina North.

- There are studies that have been done in other communities regarding the concept of car-sharing. Was car-sharing explored as a way to reduce traffic associated with the envisioned residential areas at Carolina North?
- It seems that there are no improvements or amenities being discussed for the portion of Estes Drive Extension between Airport Drive and North Greensboro Street. If you go there at 5 PM in the evening, you will see a scenario that indicates that it is currently broken, and that is just for traffic capacity – there are no pedestrian or bicycle facilities available along this stretch of road.
- Regarding areas where turn lane increases are being discussed along Estes Drive Extension, is sufficient right-of-way available?
- What about pedestrian and bicycle improvements along the stretch of Estes Drive Extension close to North Greensboro Street?
- Did the traffic impact analysis only look at bicycle facilities within one-half mile of the site? A half-mile is not a bicycle trail. This range is too small and is not an acceptable range to accurately reflect bicycle usage.
- Although a half-mile service area is reasonable for pedestrians, it is not appropriate for bicycles. The two modes are very different and should be analyzed accordingly.
- When you say that the TIA looked at facilities within one-half a mile of the site, is this a linear distance on actual streets or an aerial distance as the crow flies?
- On the maps, there is a small strip of Carolina North property that extends north up to Homestead Road. As any thought been given to using this land for a north-south corridor paralleling Martin Luther King Jr. Boulevard?
- The half-mile area is the mitigation area, but does not reflect the actual commuting routes?
- Regarding the trip generation numbers, are all of these trips in addition to what we have now, or does the analysis assume that some of the existing trips to the main campus will alternatively be diverted to Carolina North? If this is the case, has this existing activity been subtracted from the projected numbers?
- Curious about the number on the mode split, show 36% of the students arriving at campus by car? Seems very high. Based on statistics from UNC main campus?
- Does the analysis take into trips that might be generated by an elementary school on the site?
- What level of service are the proposed mitigation recommendations proposed to achieve? Does it vary by phase and AM or PM peak?
- Does the report show anticipated Levels of Service if suggested mitigation measures are implemented?
- Why can't there be some preferential bicycle and pedestrian access from the west (e.g. Carrboro)?
- What are the various traffic impact analysis zones? Are there any implications resulting from having various existing neighborhoods included in the Carolina North analysis zones?
- The TIA provides projected Levels of Service for several key intersections. Is it possible to translate these designations into minutes of commute?

- Would be nice to understand how much the overall length of certain trips, for example from I-40 to Carolina North, would increase under the modeled scenarios.
- Chatham County will have hundreds and maybe thousands of new residents in the coming years. This development will require wider roads. Is there any accounting of the need for wider roads? Do the traffic forecasts account for large scale growth anticipated in Chatham County?

Interests Raised by Citizens (Written)

- Does the TIA specifically take into account construction traffic generated by the development?
- Will the TIA make recommendations for maintaining safety in relation to construction traffic, especially for vulnerable road users?
- A bike buffer of ½ mile for the study is completely insufficient. It should include a minimum of 2 miles from the site.
- What does the town consider to be an unacceptable level of service for an intersection - D or F? I understand that the goal is not to have a level of service of A or B as it means we've built the road over capacity.
- Community members need to understand the goals, so they don't try to demand something unrealistic or undesirable.
- For pedestrians and bicyclists, a poor vehicle level of service can be safer, as vehicle speeds are lower.
- Does the TIA examine different "peak hours" for transit trips? My observation on the NS & T routes is that they easily reached capacity in the hours from 9 to 11, as students are the predominant users. Transit peak hours may be different that driving peaks.
- What is the impact for people on transit not going to the site, but past it?
- Your report does not recommend any accommodations for bicyclists through intersections.
- Bike boxes at the front of intersections, bicycle turn lanes, colored bike lanes and bicycle signals are all options available in the U.S. Please consider additional discussion of this.
- Why do you only recommend 4 to 5 foot wide bike lanes on Martin Luther King Jr. Blvd? This is a higher speed road (people routinely go 40-50 mph) and there is space for 6 to 7 foot wide lanes. Four foot wide lanes are insufficient, especially with the current lack of maintenance which renders much of the gutter area not usable by bicyclists.
- In considering travel modes, the report should acknowledge that nearly all transit trips (9% of employees and 32% of students) begin with walking & bicycling trips, so improvements for transit should be coordinated with pedestrian and bicycle improvements.
- The study recommends numerous improvements to mitigate vehicle delay – signal timing, additional turn lanes, roundabouts, etc. Can you describe how these "improvements" for drivers may impact the safety of pedestrians & bicyclists since you expect such a high mode share?

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- Do either the Traffic Impact Analysis or Town Traffic Engineer's preliminary recommendation include increasing the length of turn lanes, or do they just recommend adding turn lanes?
- What is a "continental-style" crosswalk?
- What was the guiding principle from the Town staff's point of view regarding transit when working on the Traffic Impact Analysis? Did the staff have a number in mind regarding intensity of use? Number of parking spaces? What if we push the transit further? What impact would it have on the numbers? If this has not occurred, then feels like it needs to occur – we need to look at some additional scenarios and different mode splits. Concerned about getting feedback from NCDOT before the Town gets the chance to weigh in.
- How did we accommodate for the fact that regional rail might be included in the future as part of doing the Traffic Impact Analysis?
- What are the estimated Levels of Service (LOS) for nearby intersections in 2015 and 2025 under the no-build scenarios? What are the estimated Levels of Service (LOS) for 2015 and 2025 under the build scenarios?
- Regarding the Traffic Impact Analysis, confirmation that NC 54 was not included in the model as it is the longest potential entry route to Carolina North. Will subsequent Traffic Impact Analyses associated with Carolina North be required to include NC 54?
- What are the projected levels of service for the intersection of I-40 and US 15-501, and the intersection of I-40 and Martin Luther King Jr. Boulevard in 2015 and 2025 under the no-build scenario? What are the projected levels of service for these intersections in 2015 and 2025 under the build scenario? What are the existing 2009 Levels of Service at the intersection of I-40 and US 15-501, and the intersection of I-40 and Martin Luther King Jr. Boulevard? Do conditions deteriorate significantly from existing conditions? It appears that the assumed annual growth rates in the traffic model are fairly high and represent very significant growth in the traffic volumes for the baseline (no-build) scenario. If you take the current scenarios and apply the assumed annual growth rates, it appears that the most significant cause of congestion being illustrated in the model as contributing to deteriorating traffic conditions and Levels of Service is not Carolina North, but rather is assumed background growth.
- If you take the current no-build scenarios and decrease the amount of growth, would the severity of the congestion be anywhere near as great with Carolina North? Seems that the most significant cause of the congestion being illustrated in the Traffic Impact Analysis is in the no-build scenario from our own projected organic growth.
- Regarding our projected organic growth and the anticipated regional impact of Carolina North, it should be noted that 40% of the traffic growth due to Carolina North is estimated to occur inside our community and 60% of traffic growth due to Carolina North is estimated to occur outside of our community. It is important to think of traffic growth in these terms as 60% of the estimated traffic growth is occurring in areas over which the Town has no land use authority, and yet we are creating an employment generator in the center of our Town. Even if no more

organic growth occurred in Chapel Hill, 60% of the traffic growth would still occur outside Chapel Hill's jurisdiction.

- Is the 60% estimated traffic growth from outside the Town headed straight for the Carolina North campus, or does this factor in park and ride lots and the use of transit?
- Roundabouts were suggested at some locations, but not at others. How come?
- Why were roundabouts not considered along Martin Luther King Jr. Boulevard, similar to the roundabout on US 15-501?
- The trip generation table on page 4-2 of the Traffic Impact Summary talks about 23,261 vehicles trips at build-out. What assumption is associated with that number of trips as far as parking spaces?
- Would like to see the mode split changed in the Traffic Impact Analysis. In addition considering bicycles and pedestrians, would like to add transit. Have a 20% reduction at build-out and a 10% reduction prior to build-out, but still have 5,000 or so parking spaces. When you go back to the beginning of the dialogue regarding Carolina North, there was discussion that Carolina North presented the opportunity to be a game-changer for multi-modal transit in the community. Would like to see a different mode split that is doable and the constraint would be funding. Would like to see what it would look like, as it is hard to imagine what the Town will look like in 2025 with almost 24,000 more vehicle trips per day and 5,000 parking spaces at Carolina north. Had thought all along that there would have been a more significant investment in multi-modal opportunities. Would like to see the Traffic Impact Analysis push this angle further.
- Need to better understand the alternatives to provide context for purposes of evaluating what is being proposed at Carolina North. Evaluation of different mode splits would help provide this context.
- Put me in a car and tell me how long it takes to get from A to B. Whether it is the time it takes to drive the length of Martin Luther King Jr. Boulevard, or the time it takes to get from Chapel Hill to Carrboro, we need to quantify some real examples so that everyone can better appreciate the amount of change being discussed.
- Based on the example prepared by the traffic consultant for the area along Martin Luther King Jr. Boulevard from Eubanks Road to Carolina North, do not think people are going to want to work at or drive past Carolina North if this kind of decreased service is going to be experienced in this area. We need to look at mode split analyses to see if we can utilize transit, as well as bicycle and pedestrian alternatives, to improve overall service and free up capacity.
- When you utilize the more compact unsignalized traffic circles, like what is being suggested at the intersection of Rogers Road and Homestead Road, seems that what you really do is keep things moving – which is great for traffic but only make it harder for pedestrians to cross the street. So, recommend considering all modes of traffic as part of evaluating whether or not this type of approach is appropriate and/or desirable.
- In terms of the recommended mitigation measures in the Traffic Impact Analysis, how do they mirror or conflict with the kind of mitigation measures that we had been envisioning based on the Martin Luther King, Jr. Boulevard corridor study?

- Regarding the mitigation measures that the Traffic consultant and/or the Town staff is thinking of, how do they compare with what is generically referred to as "complete street design?"
- Regarding information that has been shared regarding the relationship between greenhouse gas emissions and how it changes with the number of parking spaces at Carolina North, how do these potential changes compare with the Town's commitment to reducing our greenhouse gas emissions? We need to find some places where we can attack this problem rather than just standing even with the rest of the world. We need to take every opportunity to move closer to those carbon reduction pledges and take advantage of mitigation measures that will help us move closer to these goals.
- There are several roads in adjacent neighborhoods that will be impacted by Carolina North, many of which will need traffic-calming and other mitigation measures. Given that in the majority of these cases these are Town roads, how do we factor in the fiscal impact of these future traffic-calming activities that will be needed due to the impact of Carolina North? How do we document that these improvements are being required due to Carolina North traffic? There is language regarding cost-sharing; will this language be sufficient to obtain funds to cover these expenses? If they are not Town roads, how will we work with NCDOT to pursue any Town-requested traffic-calming efforts?
- Very concerned about the impact of Carolina North traffic on Estes Drive and Estes Hills Elementary School. Estes Drive is just a narrow, two-lane road, and there is going to be a major traffic impact at the intersection of Estes Drive and Caswell. Perhaps we should pursue a designated signalized pedestrian crosswalk with a yellow bollard in the center of the street at that intersection given the large number of kids and pedestrians who cross the street at that intersection.
- Regarding the recommendations provide by the Neighbors for Responsible Growth (NRG), would like to endorse recommendations A through K in Section V. Have been wondering and would like for staff to address what happens if traffic impacts are not properly working out with too much traffic in a particular area and it becomes overwhelming. At what point can we hold up the site development permit application for a building? Need to insert some type of safeguard in the Development Agreement regarding traffic issues to cover instances where we are not pleased with how things are going.
- Regarding the University's presentation in April, there are maps with streets that are inconsistent with the streets utilized in the Traffic Impact Analysis. How do we work through these conflicts? Exactly what maps are going to be included at the back of the Development Agreement? Need to resolve.
- Regarding the Planning Board's idea of an interstate off ramp for the Eubanks Road Park and Ride lot, would like to know what the process would be for evaluating the possibility of doing this and how the Council would go about doing it if the Council were to determine that it is a good idea. Would be good to better understand.
- Do not entirely understand the connection between traffic and parking, but there is one. One concern is that even in the most constrained scenario that is presented in the Traffic Impact Analysis Executive Summary, where parking is constrained by 20% from the University's baseline ratios, we are still looking at a total of 4,700 parking spaces for the first 3 million square feet. Even though you can't do a straight line projection for the full build-out of 8 million square feet,

if you did, you would be looking at about 12,000 parking spaces. The amount of traffic that would go with this number of parking spaces is alarming. If we are looking at 20% as if it is a really significant decrease from the main campus, where are we going to squeeze out even more decreases as this goes forward? Speaks to the necessity of designing Carolina North in a way that it really does encourage alternative modes of transportation. The purpose of the long range transit plan was to be sure that we did make the significant investments that needed to be made in order to take the pressure off of the car culture. Need advice as to how to balance these things out.

- How are we going to keep the campuses as one unit? A key concern that is important to both the Town and University.
- There are several recommendations from the Bicycle and Pedestrian Advisory Board and the Greenways Commission that merit further analysis. One of the recommendations addressed the portion of Estes Drive Extension that has not had any improvements. The Greenways Commission proposed having basically paved greenways on either side of the road (that would be a combined bicycle and pedestrian facilities) since it appears that it is going to be a long, long time before the Town can get funding to put bicycle lanes on Estes Drive Extension. Would like to get staff analysis as to how reasonable and feasible this idea and others really are.
- There are some recommendations that were made by multiple boards, such as requiring the Transit Transfer Facility to be included in the first phase. Would be nice to make a chart comparing the recommendation like we do with individual development applications, if possible.
- What happens to the existing park and ride lot that is located off of Estes Drive near North Haven? Does it continue to operate in the future as it does today? What happens to this facility over the life the Development Agreement? If it is proposed to remain in place, will there be internal connections to it?
- Support the idea of having early bicycle access from northern Carrboro without having to go all the way to Martin Luther King, Jr. Boulevard in order to use the entrance across from Piney Mountain Road.

Interests Raised by Citizens & Advisory Board Members

- The Town needs to apply the same planning principles for development to other areas of Town and Carrboro as well. There are real questions as to whether Martin Luther King Jr. Boulevard can support the Town's plans to emphasize density along that corridor.
- Engage in comprehensive transportation planning by (1) where appropriate, incorporate as many of the NRG recommendations as possible into the Development Agreement, and (2) the Town and University should provide feedback on all recommendations. If a recommendation is not approved, then citizens deserve to know why.
- Very concerned about the impact of development and the ensuing transportation that comes with development on the quality of life in Chapel Hill, particularly on Hillsborough Street.
- Different neighborhoods will feel the impact of Carolina North in different ways. Those neighborhoods on connector roads are worried about impact of traffic cutting through their

neighborhoods. Neighborhoods near parking or bus routes are going to be worried about non-resident parking in their neighborhoods.

- Will be important for neighborhoods to be monitored, and resources should be provided to make sure that neighborhoods are not going to be negatively impacted by Carolina North.
- The impacts of cut-through traffic should be minimized and mitigated along connecting corridors such as Piney Mountain Road, Cedar Hills Drive, Lakeshore Drive, Rogers Road, Hillsborough Street and Northwood Drive.
- Non-resident parking in residential areas close to the Carolina North property and adjacent to major bus routes serving Carolina North should be closely monitored and discouraged. The Town should work with neighborhoods such as Colonial Heights, Elkin Hills, Ironwoods, and those along Piney Mountain Road to explore solutions such as parking permit systems and neighborhood watch programs.
- Concerned about the safety of kids getting to school in the vicinity of Carolina North given the anticipated increase in traffic impact.
- A lot of people are very excited about Carolina North and feel that it is going to be an asset to the Town, but traffic impact is a huge concern.
- Encourage the Council to continue to encourage fewer parking spaces and more people using buses and riding bicycles.
- Understand that roads will need to be widened and turn lanes will need to be added. Would like to make sure that citizens are aware in advance before such transportation improvements occur.
- Need to make sure that school bus schedules and safety will not be compromised due to additional Carolina North traffic.
- Make sure the road improvements are done correctly from the start for all modes of transportation. Need to factor concerns of school-age children (crosswalks), bicyclists (bike lanes), etc. as part of designing these improvements. Need to engage the appropriate groups and get feedback as part of the design process.
- Transportation planning for Carolina North is really just beginning, and it is going to be an ongoing activity. To really be effective, it is going to have to be approached incrementally. It is the goal of the local neighborhoods to be a bigger part of this process. In particular, the citizens in the surrounding neighborhoods would like to be at the table for all of the major transportation discussions throughout the build-out of Carolina North. Would like to have not just informed citizens, but more active involvement by citizens.
- Public participation requirements should be developed around each Transportation Impact Analysis (TIA), Short Range Transit Plan (SRTP), Transportation Management Plan (TMP) and other key milestones in the transportation planning process.
- Transportation planning should be more transparent. Relevant information should be shared as early as possible and it should be clear how key decisions are being made and what other options are being considered. The public should have opportunities to learn enough about the variables used in transportation planning to develop an appreciation for how changes to those

variables will affect outcomes. Online tools should be explored that allow some degree of public interaction with the planning projections and assumptions.

- Effective transportation planning depends largely on the accuracy of the assumption, the models and the data used by the planners. However given the complexity of the Carolina North development and the far-reaching impacts on the community of Chapel Hill and Carrboro, it is unrealistic to think that those assumptions will always be correct, no matter how elegant they look in an equation or a data table.
- While estimating the traffic flow of people going to work in the morning and trying to get home in the evening, the Traffic Impact Analysis does not seem to account for people trying to get back and forth between the main campus and Carolina North. How we are going to keep the campus as one unit is something that is not addressed in the TIA and needs to be determined.
- There seems to be an utter lack of imagination that goes into thinking about bicycle and pedestrian connectivity between Carolina North and the main campus. Rather than seeing this as a problem, need to view it as an opportunity to make Chapel Hill a more bicycle and pedestrian-friendly community. Need to think big, and need to do so at the beginning. Can't just think about creating a bike lane on Martin Luther King Jr. Boulevard to get bicyclists back and forth between Carolina North and the main campus, also need to think about how we could build off-road bicycle paths. There are routes that could be utilized such as connecting to existing bike paths in Carrboro and providing additional connectivity with Carolina North. Ideally, Carolina North could become a hub of bicycle paths that could make the Town a more bicycle-friendly place.
- The Planning Board believes that building the transit transfer station on Martin Luther King Jr. Boulevard should be a priority and occur in Phase I of Carolina North. Having this transfer station in place sends a clear message to both the University and Chapel Hill communities that this campus will be transit-oriented from the very beginning. The Chancellors Leadership Advisory Committee also recommended that Carolina North campus be transit-oriented from the very beginning.
- The Planning Board believes that the parking that will be required for Carolina North at outlying lots, such as the existing park-and-ride lots, should be built as structured parking on existing lots rather than building additional impervious surface on valuable and dwindling land. Such use of valuable resources, although more costly initially, shows a willingness to practice sustainable growth in developing this new campus.
- In expanding the Eubanks Road park-and-ride lot the Planning Board recommends that the University and Town should consider asking the North Carolina Department of Transportation to allow a direct access to this lot, and this lot only, from I-40. Such direct access would alleviate potential negative impacts upon Martin Luther King Jr. Jr. Blvd from Weaver Dairy Road north to I-40.
- In Table 10 of the Transportation Impact Analysis (TIA) Draft Executive Summary (page 4-9), the total number of parking spaces (bottom row) should be based on the constrained (-10%) ratio (or less) and should be 1373 or less. In Table 11 of the TIA Draft Executive Summary (page 4-10), the total number of parking spaces (bottom row) should be based on the constrained (-20%) ratio (or less) and should be less than 4668 spaces. The University is encouraged to achieve

these numbers (or fewer) by creative use of shared parking on site between activities with different peak time requirements.

- The Planning Board believes that Martin Luther King Jr. Boulevard should be made more pedestrian friendly by creating more pedestrian islands, signalized crosswalks and, ideally, a pedestrian bridge at its more heavily trafficked (vehicular, bike, pedestrian) location.
- The Planning Board recommends that construction traffic be minimized by requiring that as much activity as possible (e.g., cement mixing) occur on site during the build-out phases.
- The Planning Board believes that any elementary school built on the Carolina North site should be built in a way as to discourage parents driving their children to school.

Interests Raised by Citizens (Written)

- The following written comments and recommendations were prepared by and submitted by Neighbors for Responsible Growth at the Public Hearing on May 11, 2009. The comments and recommendations were submitted as a report titled "Transportation Planning and Carolina North – Recommendations of Citizens of Northern Chapel Hill and Carrboro." These comments and recommendations are provided as follows:

Introduction

This summary of findings and recommendations on transportation planning for the proposed Carolina North development is based on public opinion data gathered from residents of northern Chapel Hill and Carrboro between April 12 and May 6, 2009 by Neighbors for Responsible Growth (NRG). For the purposes of this report, the comments and ideas shared by citizens have been consolidated under five major themes that underscore their importance:

1. Engaging in comprehensive transportation planning
2. Monitoring and mitigating impacts on neighborhoods
3. Accommodating safe, sustainable mobility
4. Promoting active public Participation
5. Ensuring adequate safeguards and accountability

Many important issues are being addressed in deliberations between the Town of Chapel Hill and the University of North Carolina at Chapel Hill as they work to craft a Development Agreement that will govern the initial phase of construction at Carolina North. Transportation planning has emerged as an issue of immense concern because 1) key transportation planning studies have been delayed and are only now being completed and presented to the public and 2) the additional traffic generated by Carolina North will have an immediate and significant impact on the greater Chapel Hill/Carrboro community.

The Chapel Hill-based grassroots organization Neighbors for Responsible Growth (NRG) undertook a targeted public outreach effort on traffic and transportation in order to complement an ongoing series of general public meetings on Carolina North sponsored by the Town and the University. NRG collected the information using a multi-pronged approach that

included six facilitated neighborhood focus groups, an online survey completed by nearly 600 citizens from more than 50 neighborhoods, and a public forum attended by more than 100 citizens that provided opportunities for them to discuss transportation issues with other citizens, members of the Town Council and UNC officials. A map representing the residences of participants is included in Appendix A. Survey results and concerns about specific roads and intersections have been shared with the Town of Chapel Hill and are referred to in the recently completed Transportation Impact Analysis.

> The results of the focus groups, the online survey, and concerns and suggestions raised during the May 3 public forum are available on the NRG website at **www.nrg-nc.net**.

Some of the recommendations in this report already enjoy the support of Town and University officials, while others may require additional discussion and clarification. NRG is presenting these recommendations to the Town Council and UNC Board of Trustees with the expectation that citizens will be provided with feedback on each of the recommendations before a final version of the Development Agreement is adopted. Formal feedback on citizen input promotes confidence in local governance and the process, and will set a positive precedent for public participation throughout the build-out of Carolina North.

Recommendations

I. Engaging in comprehensive transportation planning

A. The Town of Carrboro should be made a more active participant in transportation planning decisions related to Carolina North.

B. All new proposed development in northern Chapel Hill and Carrboro, including Carolina Commons, and all secondary development along main corridors like MLK Boulevard, should be included in assumptions and models for Transportation Impact Analyses, Short Range Transit Plans (SRTP), Transportation Management Plans and other key milestones in the transportation planning process.

C. All future transportation planning for Carolina North should reflect broader planning efforts such as the Long Range Transit Plan and the recommendations of the new Sustainable Community Visioning Task Force.

II. Monitoring and mitigating impacts on neighborhoods

A. The impacts of cut-through traffic should be minimized and mitigated along connecting corridors such as Piney Mountain Road, Cedar Hills Drive, Lakeshore Drive, Rogers Road, Hillsborough Street and Northwood Drive.

B. Non-resident parking in residential areas close to the Carolina North property and adjacent to major bus routes serving Carolina North should be closely monitored and discouraged. The Town should work with neighborhoods such as Colonial Heights, Elkin Hills, Ironwoods, and those along Piney Mountain Road to explore solutions such as

permit systems and neighborhood watch programs.

C. The resources and manpower necessary to enforce laws at the neighborhood level should be reflected in fiscal planning for Carolina North.

III. Accommodating safe, sustainable mobility

A. We applaud the Council's emphasis on sustainable public transit. The Town should expand park-and-ride facilities and other infrastructure improvements necessary to facilitate its utilization.

B. The widening of roads, new road construction, and other activities that ultimately increase traffic on our roadways should be minimized to the greatest extent possible.

C. Parking spaces at Carolina North should be added at constrained ratios, following the recommendations of the Sustainability Committee (proposed Section G.8.2.(a)).

D. Transportation improvements that encourage walking and biking should be emphasized. Suggestions include continuous, fully connected sidewalks and bike lanes on MLK Boulevard and other corridors serving Carolina North, improved crosswalks, and upgrades and connecting extensions of existing facilities such as the Bolin Creek Greenway.

E. Traffic impacts on school safety and operations should be closely monitored. Planning should minimize the disruption of school bus routes, provide safe routes for students walking or biking to school, ensure safe pick-up and drop-off options, and implement necessary mitigation measures on Seawell School Road, Estes Drive and other roads heavily used by children and parents during school hours.

F. Construction traffic should be quarantined as much as possible. Effective staging areas should be created to minimize construction traffic and as much construction infrastructure as possible should remain within Carolina North.

G. The Transit Transfer Station should be completed as soon as possible.

IV. Promoting active public participation

A. Public participation requirements should be developed around each Transportation Impact Analysis (TIA), Short Range Transit Plan (SRTP), Transportation Management Plan (TMP) and other key milestones in the transportation planning process.

B. The Mayor of Chapel Hill should appoint a citizen liaison to coordinate communication between local neighborhoods, the Town and the University on issues pertaining to Carolina North development. Re-appointment would be reconsidered annually with input from the public and the Town Manager.

C. The Town and the University should adopt additional strategies for engaging the public at key points during the Carolina North build-out, including more emphasis on interaction and discussion during public meetings, leveraging social networks and other online resources, focusing events on specific topics, and exploring alternative times and locations.

D. Transportation planning should be more transparent. Relevant information should be shared as early as possible and it should be clear how key decisions are being made and what other options are being considered. The public should have opportunities to learn enough about the variables used in transportation planning to develop an appreciation for how changes to those variables will affect outcomes. Online tools should be explored that allow some degree of public interaction with the planning projections and assumptions.

E. The Town should involve citizens and neighborhood groups such as NRG in the formulation of specific public participation activities, both before and after the adoption of the Development Agreement.

V. Ensuring adequate safeguards and accountability

A. New buildings at Carolina North should not be occupied until the transportation improvements designated through each Transportation Impact Analysis (TIA), Short Range Transit Plan (SRTP) and Transportation Management Plan (TMP) are implemented and fully functional.

B. Before each new TIA, the University should present the Town with the estimated increase in total occupancy expected during the period up to the next scheduled TIA. If occupancy exceeds the estimate at any point during that period, no additional occupancy should occur without the formal approval of the Town Council after a standard public comment period.

C. A new TIA should be conducted every three years for the duration of the first Development Agreement for Carolina North.

D. The accepted Level of Service for roads and intersections in the TIA study area should not be any lower than the Town standard, D.

E. All future TIAs should factor in construction traffic.

F. All future TIAs should extend bicycle performance metrics to the boundary of the study area.

G. Four months before the end of the term of each TIA, public concerns and perceptions on local traffic conditions and pedestrian and bicycle safety should be solicited by the Town in coordination with the appointed citizen liaison and neighborhood representatives (see IIB).

H. At the end of each TIA period, the Town and the TIA consultant should produce a report that evaluates the accuracy of TIA projections and assumptions by comparing them against current conditions and levels of service. The report should be made available for public comment and put on the Town Council's agenda for discussion before work on the next scheduled TIA begins.

I. A report on statistics for vehicular crashes involving pedestrians, property or other vehicles within the boundary area of the Carolina North TIA should be produced and made available to the public at the end of each fiscal year.

J. Final recommendations for all SRTPs and TMPs should include discussion about how key

decisions were made and about the options that were considered.

K. We applaud the inclusion of greenhouse gas (GHG) emissions analysis in the recent Transportation Impact Analysis. Regular monitoring of vehicular traffic-generated GHG levels should be continued and expanded upon.

Council-Trustees Work Session, May 21, 2009

Interests Raised by Council Members

- Traffic Impact Analysis (TIA) is supposed to be updated in December 2009, and then again in 3 years or when the total built square footage at Carolina North reaches 800,000 square feet of total building space, whichever occurs later. The agreement then notes that after the initial 800,000 SF of construction, subsequent TIA updates are required every 5 years or for each additional 800,000 SF of construction, whichever occurs later. How does this play into what is actually happening in construction? Seems that theoretically the TIA would not be very useful if there was a spike in construction activity.
- The term is important for multiple reasons – not just land conservation and preservation. Cooperation regarding improvements to Chapel Hill Transit is another example of how the Town and the University will be partnered for the next 20 years and will need to work together or the public's best interest will not be served and real problems will occur.
- Would have liked for pedestrian facility needs to have been part of the mandate for the Traffic Impact Analysis. How to help pedestrians safely and efficiently cross major arteries is a major concern for the Town. Although additional stoplights provide crossing opportunities, recognizes that NCDOT does not like to put them in because they slow traffic. However, feels the need to find ways to provide frequent crossing opportunities that are within reasonable distances of those who would use them. Concerned about these major roads bifurcating the Town. Recommend that we incorporate into the next TIA extensive analysis of these situations and look at ways to improve them.
- Regarding transportation needs and parking ratios, different users have different capabilities to adjust their needs. For example, students can easily modify their needs and behaviors, but those residents living on the site will not have the same degree of flexibility.
- The Council has a policy of not adding general purpose lanes. Can you describe what you mean by reconstruction and does that include special purpose lanes?
- Did the Traffic Impact Analysis evaluate whether HOV or diamond lanes would be a substitute for additional through lanes?
- The Council is going to be advocating for higher parking constraints and different ratios. When is the Council going to have this conversation with the University representatives?
- Do not see how the Town balances its interest here with this across the board approach to parking. Can't simultaneously say build housing and don't park in the neighborhoods and do not have enough parking for people who we know are going to have cars. We don't have the kind of environment at this point where all of us don't have cars and it's not necessarily the case that we are going to be able to construct this environment on Carolina North. Need to talk about

what is realistic. Need to drive this project to be transit-oriented, but don't want to choke it because we are not being realistic.

- It is a question of what mode splits are obtainable and acceptable. Need a discussion as to how this is going to play out.
- Believe that the process of getting the Town and University staff members together has worked well on other issues in the past, and would suggest that they get together and take a closer look at the suggested reduced parking scenarios and review various user groups to differentiate which groups have more flexibility than others.
- Regarding the proposed bike lane slide in the Traffic Impact Analysis (TIA) presentation, the portion of Estes Drive Extension south and west of Seawell School Road also needs bike lanes in order for bicyclists to reach the proposed network around Carolina North. If this additional piece is not incorporated in the proposed bicycling network, then the TIA appears to lose credibility.
- The Traffic Impact Analysis identifies that additional buses will be needed as Carolina North develops. How will these additional buses be paid for?
- Why is parking ratio in the Traffic Impact Analysis for research and development done by square footage rather than by number of employees? This type of imprecision creates concern.
- Would like to hear that the numbers that is being used for research and development parking is lower than the number that is typically used for this use in other jurisdictions.
- Would like to understand why specific parking ratios were chosen for specific uses. If a ratio is just a typical ratio, then may want to consider reducing further. Would like baseline information to add more context so that Council can evaluate and make a value judgment as to exactly what number is most appropriate for Carolina North.
- Would be nice to expand the Town's existing park and ride lots and for the University to offer students some sort of financial incentive to motivate students to keep their cars at park and ride lots rather than on campus.
- Wants some mechanism within the document that if the Council sees a problem with traffic congestion or air quality, the Council can return to the table and basically adjust the parking ratio numbers, if that happens to be identified as the source of the issue. Right now we are just working with best guesses. Our long range planning is based on a lot of assumptions, and when you multiply a best guess by a best guess, not so sure it is a best guess anymore. Need to continue to work on the parking ratios, but more importantly does this document allow us that when a problem is identified to be nimble enough to fix it.
- Regarding the purchase of new transit buses and the way funding actually flows (matching funds and the Town's ability to get Federal funds, etc.), we should ask the joint staffs to contemplate how the Town and the University can best work together in this regard. Needs to be categorized carefully.
- How does the Council view the existing parking lot at Carolina North? Need to be consistent with the Traffic Impact Analysis.

Interests Raised by University Participants

- Per section G.8.5 of the Development Agreement, the University is making the commitment to be a partner in the Chapel Hill Transit system for the term of the Agreement.
- One of the purposes of scheduling the June 16th Council-Trustee work session is to talk through parking issues.
- If a bus serves a dedicated University-only route, then the University would pay for the new bus. If the bus serves a shared route, then assume that additional buses would be paid for in the same manner as new share route buses are paid for today.
- Want to be able to take advantage of whatever technology and cultural changes occur along the way, and mitigate congestion and traffic in the best manner it can be done in a sustainable manner that allows this project to be successfully constructed. Nobody really knows what the situation will actually be in 10-15 years. Believe both the Town and the University share the common goal which is to mitigate the number of single-occupied vehicles as much as can be done.

Interests Raised by Citizens

- There are serious deficiencies in the proposed development agreement. The recently released draft TIA indicates a community in gridlock where people cannot move around their community. 6,000 parking spaces and 60% of people driving automobiles will have the effect of doubling the traffic on major arteries. This will effectively clog streets, endanger pedestrians and bicycles, and will diminish air quality. In general, a serious deterioration in the quality of life for the greater Chapel Hill-Carrboro community. The Town of Chapel Hill, Town of Carrboro and the University have the opportunity to pursue a different vision that places an emphasis on transit, bicycling and walking rather than private cars.
- Need to formally link development activity at Carolina North with transportation improvements. This means simply that we should not be adding people and trips to Carolina North until the appropriate infrastructure is in place to support it. This should be the guiding principle for the transportation planning section of the Development Agreement.
- Concerned about new language in Section G.8.11(e) that discusses potential cost-sharing for transportation improvements, which is very different than actually having the improvements in place. NRG suggests retaining the April 28th language that links implementation improvements to occupancy rather than building permits, which allows the University to proceed with construction while necessary transportation improvements are being installed.
- Regarding frequency of updates to the Traffic Impact Analysis during the life of the agreement, Section G.8.7(c), five years is too long to wait for an update. The need to update the TIA should be considered by the Town every three years.
- Thoughtful transportation planning for CN is in the best interest of all parties. Faculty members and staff working at Carolina North are not going to be happy if they end up spending a lot of time stuck in traffic.
- Desirable to establish aggressive goals regarding the amount of parking that is allowed at Carolina North in order to encourage people to use transit and to minimize the use of cars. Key is setting correct parking ratios to achieve this outcome. Need to modify Section G.8.13 of the

Development Agreement. Remove the existing bracketed text in the May 19th draft ("add improvements identified by May 1 TIA") and replace it with "Before the Development Agreement is agreed to with thresholds timing and parking ratios." Including only recommended improvements would only incorporate the consultants input and would not include additional input from the Town staff.

- Regarding Section G.8.13, also add that parking ratios at Carolina North will adhere to the following targets during the first Development Agreement:

Development increment	% of main campus ratio
Innovation Center	10% above
First 800K sq feet	Baseline
2nd 800K sq feet	10% constrained
3rd 800k sq feet	20% constrained
3 million sq feet	30% constrained

The rationale is that a final target of 30% constrained parking ratios would represent a more ambitious commitment to split mode options. The terms of any subsequent DA would no doubt be informed by any level of success realized under this initial agreement. Phasing in more ambitious parking ratios over time will make it more likely that transit and other public infrastructure investments can keep up with increased demand. This scenario assumes a 3 million square foot build-out for the initial agreement. If this does not end up being the case, then the numbers should be revised.

- When Carolina North is built, concerned about ability of University staff to get back and forth between the two campuses.

- Bicycle and pedestrian uses appear to be inadequately addressed within the Development Agreement. Although some very nice bike paths exist within the proposed Carolina North development, there has been very inadequate discussion about how to have transportation between the two campuses, as well as how to have transportation from Chapel Hill to neighboring areas. Carolina North represents an opportunity to begin thinking about how to lay out an infrastructure for an alternative ways to get ourselves around town. In particular, need to make bicycle use a real mode of transportation. Can only be done by laying a certain infrastructure of bike paths that are convenient to use and will encourage people to get out and make bicycles their main mode of transportation.

- Need to get a real dedicated bike path between Carolina North and the main campus. The agreement currently only discusses a bike lane along Martin Luther King Jr. Boulevard. This proposal is really a non-starter. Martin Luther King Jr. Boulevard is a very difficult corridor to navigate on a bicycle, due to both the volume of traffic and the hills. There is an alternative way of constructing a dedicated, off-road bicycle path to connect the two campuses that could really be used. Once this is done, CN could become the hub of some other easy to construct bike paths that would connect to other parts of the town. This would allow the campus to effectively become a hub that could be used for various activities, concerts and other civic uses on the weekend, making the campus a real focal point. These changes need to be made and they are going to require some infrastructure changes. It is going to require a commitment and a good bit of money up front in order to make these changes. We have no choice in terms of

environmental considerations and traffic considerations, we need to change the way we get around town.

- Comparison between Denver and Portland is very interesting. Denver took Federal funds and built roads and highways, and as a result has a lot of traffic gridlock today. Portland made some very important infrastructure changes in an effort to alter how people get around and make bicycles a primary form of transportation. Now, 8% of the people in Portland use a bicycle as their primary mode of transportation. Portland actually has a bridge that is crossed by 18,000 bicyclists a day. Believe that Chapel Hill could get 10% of the residents to use bicycles as their main mode of transportation if they had a means to do that. Carolina North is an opportunity to make an important choice in this regard.
- In cases where NCDOT will not install traffic calming, would like to ask the Town to consider taking over those roads that would require traffic calming.
- Would like to see language inserted stating that the parties to this agreement will not use eminent domain actions which impact neighborhoods.
- Should seek to minimize widening of roads and new road construction as a means to address traffic congestion.
- The Town Manager should schedule public hearings and information sessions for new roads that will connect to neighborhood streets. Want to ensure public input as these decisions are made.
- In terms of finances, consider the idea of reserve funds for transit. Need to start accumulating funds so that when opportunity presents itself, the Town is in a position to take advantage of the situation.
- Concerned that Umstead Road is not part of the transit impacts. The bus stop at Northfields is currently over capacity, yet not addressed in the study. Need to look more closely at roads south of Carolina North.
- No mention in the TIA of non-linear effects. At some point, people are going to get tired of how slow traffic is on Martin Luther King Jr. Boulevard and start cutting through neighborhoods.
- Also, concerned about off-site parking. At some point students are going to want to start parking in the neighborhoods near the site.
- After talking repeatedly about “when we get the transit study” and now getting it at the last minute, believe that we are way ahead of ourselves to have just gotten it and already be thinking about taking action on the Development Agreement in just a few short weeks.

<u>Council Meeting/Work Session, June 8, 2009</u>

Interests Raised by Council Members

- When will the Council hear more information on the mode splits and other transportation impacts?
- What happens with the parking ratios after 800,000 square feet of Carolina North has been built?

- Need some governing language to preserve the Town's ability to constrain parking once development progresses beyond 800,000 square feet.
- At the May 21, 2009, Council-Trustee Work Session, the Council requested an analysis of the first 800,000 square feet of development with constrained parking ratios of 20 and 30%. Have the joint staffs met and had these conversations, and if so, have they agreed that 10% is the only number that they can agree on?
- What happens in say five (5) years when the 800,000 square feet is built? Understand that a new TIA has to be done for the next increment of development; but, how does that get to the point of triggering say a 20% reduction as opposed to a 10% reduction?
- We are looking at trip generation of 20,000 versus 14,000 vehicle trips going from 10% to 40% constrained parking. Not sure why 10% is the only number that works when the principle that this ought to be a multi-modal campus from the outset is the driving principle that the Council has been pursing for the Town.
- Going to have a lot of trouble supporting this modest constraint (only 10% constrained parking). Not what we have promised our constituents. Don't know how to make it work, but have heard so much from citizens who are concerned about vehicular trip generation. Seems that there is a big qualitative difference between 21,000 and 14,000 vehicle trips that is meaningful to the community. Even going to 20 or 30% makes a big difference, as exhibited on days when schools have delayed closings, you drive around town and it is remarkable how much less traffic there is as 10% of the trips are going to school in the morning, so it is meaningful. Does not believe that 10% constrained parking fulfills the LAC's principles or the principles that the Town came out with.
- Believe that it is reasonable to say in the first phase of development that we are ratcheting parking down, but per the chart in Section 5.8.7 (which appears to include the full 3 million square feet of development program), it looks like 10% constrained parking is the ultimate goal. Needs to be clearer that the Council can choose to constrain parking by a higher percentage after the first 800,000 square feet of development has occurred.
- Bicycle and pedestrian issues are a big topic of interest. Would like for the Council to have the conversation on the record to try and provide resolution and direction to the staff. The issue has been "what is the level of commitment to off-site improvements, for bicycles in particular, and the ability to get to campus from Carolina North?" Especially given that Martin Luther King Jr. Boulevard is not the most desirable corridor. There are issues with the railroad because the Town does not own the railroad and neither does the University. There are issues about the greenway and how we cross Estes Drive Extension. So, there is an interest on the part of at least some of the Council members to have more details regarding how we are going to proceed with bicycle and pedestrian improvements.
- Currently the way we do short term and long term transit planning, we are really talking about transit systems. Believes that a well-designed, integrated, connected bike and pedestrian system can be a significant part of transit in that it can address the kinds of distances that exist between main campus and Carolina North and the various neighborhoods. Can get people out of the car who will not necessarily take the bus. Need to incorporate bike and pedestrian planning and construction in a similar manner as we do currently with the Chapel Hill Transit partnership. Seems that this is more UNC and the Town of Chapel Hill since this is an agreement

between those two parties, although would certainly expect that Carrboro would have an interest even though they are not part of the Development Agreement. Certainly Carrboro could also have an agreement with the UNC if that was something that both parties desired. The main point however, is that this issue needs to be looked at and funded as part of the transit plan from Carolina North to and from main campus.

- What makes this approach seem like a good model is that, like Chapel Hill Transit, money can come for bikeways and greenways from the MPO. If the University is not connected in as part of this effort with Chapel Hill Transit then it is harder for the University to understand basic issues such as what more money do we need and where might it come from. Should pursue some sort of mechanism whereby both parties can then advocate specifically for funding for bicycle and pedestrian improvements.
- The addendum to the TIA seems to indicate that the consultant has reviewed various constrained parking scenarios and suggests additional buses to address the potential parking reduction. So, it is clear that we do know how to address constrained parking ratios – it is through an increased number of buses. Thus, although the joint staff members may not think that a constrained ratio of greater than 10% is acceptable for the first 800,000 square feet of development, we can see how it could potentially occur.
- What is the relationship of the charts in the TIA Addendum (that discuss the need for additional buses as the constrained parking ratio increases) to the fiscal equity side of the agreement?
- Is it less expensive to build surface parking at Carolina North than it is to operate Chapel Hill Transit routes?
- The difference between 10 and 20% constrained seems to be nil. What are the constraints that are limiting the ratio to 10%? Why not move it up to 20%? Is it the cost of the park and ride lot improvements that would be needed? Why not pick 20% if there is no other impact other than the cost to improve the park and ride lot? Given that a lot of the variables utilized in the Traffic Impact Analysis are based on assumptions that are subject to revision at a later date, and if the primary impact is limited to the cost of additional parking and ride lot spaces, then why not have the Development Agreement alternatively reflect a baseline and a 20% constrained parking scenarios so that we can easily incorporate the revised information that will be received in future TIAs - especially when the impact is marginal in so many measures? Is there a reason not to do this?
- Concern was expressed regarding the illustration of a northern access road in some of the exhibits in the University's design standards.
- The proposed Development Agreement clearly states that the northern access road is not allowed as part of the proposed Development Agreement.
- Regarding public participation and if and where it is appropriate, NRG and others have brought up concerns regarding traffic control and construction management plans. Wondered if this is a situation where public participation should be coordinated and arranged through the Manager and the Council, or should be included in the Development Agreement. People seem very concerned about this issue, and understandably so since Carolina North is near at least 5 schools that surround the property. Does not believe that the Manager's initial proposal regarding traffic control and construction management is an adequate response to these citizen concerns. Do not believe that this is something that the Council should wait to work out. Would like to

better understand how the Council can include citizen participation in a construction management planning process with more specificity than what has already been provided, especially with regard to such potential traffic conflicts during school hours.

Interests Raised by Citizens

- NRG believes that a guiding principle in the process needs to be that the number of new vehicles on the road generated by Carolina North should not get ahead of the infrastructure necessary to accommodate them. The current language in the draft Development Agreement is a step in the right direction, but remains problematic. The current language specifies that the first series of transportation improvements must be completed by the end of the first 800,000 square feet of build-out. According to the transportation impact analysis, a number of intersections will likely fail prior to the 2015 800,000 square foot milestone. So, as currently written, NRG is concerned that key intersections of our communities could be failing and yet we could still be a year or more away from the deadline for improvements. NRG is instead recommending that occupancy of buildings at Carolina North be linked to the Levels of Service for those intersections. If the Level of Service drops below D during construction out to 800,000 square feet then additional building occupancy would be suspended until enough improvements can be made to raise the Level of Service back to D or higher. This is not an ideal safety net for our community because something has to fail before mitigation measures kick in. NRG is recommending an additional trigger that may help identify issues before they become problems – that the University update its estimated increase in total building occupancy regarding trips generated and total vehicles on existing roads before each building permit is issued. Those estimates can then be compared against the estimates provided for the TIA. If they exceed the estimates, then the need for an additional update to the TIA would be considered.
- Regarding the frequency of updates to the TIA, the NRG understands why the next update to the TIA has been postponed until 2015. Updates to the TIA will become increasingly important in the years following 2015. NRG would like to see more details about how the updates scheduled beyond 2015 will be developed and the extent to which citizens will have a role in establishing it and the NRG is making similar recommendations regarding parking ratios and how targets for development beyond the first 800,000 square feet will be established.
- Regarding developing a master plan for bicycling and pedestrian paths, the NRG thinks that the revised language included in about four different sections of the most recent draft of the Development Agreement is quite good, however believe it could use some improvement. Specifically, the NRG is concerned that a connection at a fairly early stage is established between Carolina North and the main campus. Would like to see a biking path that is not a bicycle drawn on the road or a white line on Martin Luther King Jr. Boulevard, rather it is something different than that – something that thousands of people would want to use for commuting between the two campuses. NRG believes that this is really important and that the Council could make sure that the Development Agreement requires this to happen at some early stage that Carolina North then suddenly becomes this incredibly sustainable and admirable project that we all want it to be.
- Regarding “safeguards to neighborhoods” issues, the NRG still has a couple of issues that have not been addressed. Prior to the agreement being signed – and this is a contract, and most

anything can be put in a contract, so we are not subject to the normal limits of a special use permit – if the University and the Town do not plan to make any eminent domain or takings in the process of building the campus or widening roads, then why not just say so. Why can this not be specified in the agreement? At the very least, would like to see the Town Manager initiate a Public Hearing.

- Regarding "School Safety and Neighborhoods," some additional wording regarding school construction was added in the June 4th draft of the Development Agreement, but it is very vague. The NRG would like to add something more specific like "limit construction vehicles on local road ways during school bus hours."
- The staff has reassured the NRG that they think they can deal with NCDOT to make improvements for pedestrians to cross roads. We are going to have a lot of roads to cross because a lot of these roads are going to be widened at intersections. So, the NRG sees that maybe this does not belong in the agreement, but still implores the Council to find and reassure themselves that a crosswalk for example on Seawell School Road, or wherever it is needed, can be built because these are State-owned roads and we all know that dealing with NCDOT is sometimes problematic.

Interests Raised by Citizens (Written)

- The following written information related to the "Transportation: Transit, Parking, Streets, Sidewalks" category was distributed at the June 8th Council Meeting by representatives of the Neighbors for Responsible Growth:

Neighbors for Responsible Growth

Carolina North Development Agreement
Proposed Transportation Amendments

Submitted during June 8, 2009 Town Council Meeting

Issue	Section	6/5/09 draft language	Status	Recommended language	Rationale / Questions
1. Link construction and building occupancy to completion of transportation improvements.	5.8.13	Cost and Schedule for Additional Improvements. The University shall either design and install or reimburse the Town for the cost of design and construction of the transportation and traffic improvements set forth in Section 5.8.C of this Agreement. These improvements are not required to be installed prior to the completion of 400,000 square feet of floor area development within the Carolina North Project, but shall be completed prior to the	?	If the LOS for any intersection within the TIA study boundary drops below D during the period between TIA updates, additional building occupancy at Carolina North will be suspended until the Town and University will consider the need for an additional TIA update. No additional building occupancy will occur until the public facilities necessary to raise level of service to a minimum of D are fully implemented.	Development milestones need to be formally linked to transportation improvements in order to ensure that the improvements precede negative project impacts. Keeping infrastructure improvements ahead of project impacts should be a guiding principle for the Development Agreement. The current language only states that the transportation improvements must be completed by the *end* of 800K square feet of build-out. According to the TIA,

		completion of 800,000 square feet of floor area development within the Carolina North Project unless otherwise required in this Section or approved by the Town Manager.			a number of intersections will likely fail *prior* to the 2015/800K sf milestone. As written, the implementation of transportation improvements could be a year or more behind failing intersections.
2. Update TIA every 3 years or as needed	5.8.8	Transportation Impact Analyses. c. Subsequent updates. An updated TIA shall be submitted in December 2015 or when the total built square footage with the Carolina North Project reaches 800,000 square feet of total building floor space, whichever occurs first. Thereafter, additional TIA updates shall be submitted upon a schedule mutually agreed upon by the Town and University, provided that an update shall be submitted no less frequently than every five years.	?	Transportation Impact Analyses. c. Subsequent updates. An updated TIA shall be submitted in December 2015 or when the total built square footage with the Carolina North Project reaches 800,000 square feet of total building floor space, whichever occurs first. Thereafter, additional TIA updates shall be submitted upon a schedule mutually agreed upon by the Town and University, provided that an update shall be submitted no less frequently than every five years. An updated schedule covering the next increment of 800K square feet of total building floor space will be established before any additional building permits are issued. The proposed schedule will be made available for public comment at least 1 month before the schedule is agreed to.	The previous draft called for an update to the TIA in 2012. Lengthening the time between updates puts additional pressure on the assumptions made by the Town and University that inform the 2009 TIA, and makes the proposed language in Section 5.8.13 even more important. This language puts off the issue of a TIA update schedule for development after 2015. The proposed language attempts to establish some process for establishing future schedules.
3. Link occupancy, trip, and vehicle estimates to consideration of TIA updates.	*Not addressed*	NA	?	Before each new TIA update is considered and before each new building permit is issued, the University should present the Town with the estimated increase in total building occupancy, trip generation and total vehicles (on existing collector or local roads) for the period or increment of construction. If the estimates provided before each new building permit is issue exceed the estimates provided for the most recently updated TIA, the Town and University will consider the need for an additional TIA update. No additional occupancy will occur until the determination has been made.	Occupancy in buildings at Carolina North will drive the demand for transportation, and may vary considerably among buildings (depending on use). The trigger outlined in Issue #1 of this report requires mitigation only after intersections have failed. This additional safety net seeks to identify some problems before they occur by tracking occupancy, new trips and total vehicles across the building permit process. The proposed language allows the University to change its plans at any time, but provides citizens with adequate safeguards when that happens.
4. Solicit public input on local	*Not addressed*		?	Three months before the end of the lifetime for each TIA update, public	Input collected by Neighbors for Responsible

conditions				concerns and perceptions on local traffic conditions and pedestrian and bicycle safety will be solicited by the Town. The results will be made public in accordance with those recommendations.	Growth from more than 600 residents in April/May 2009 was used by the Town to supplement its analysis of the TIA. Collecting this information *before* each update of the TIA will help inform assumptions and identify problem areas. Soliciting regular public opinion on traffic and safety conditions will also serve as point of citizen engagement with the development process, and set the parameters of the TIA.
5. Ensure accountability	5.8.8.a**.**	Each TIA shall consider transit, traffic, bicycle, and pedestrian transportation and shall address the accuracy of the projections and assumptions in previous TIAs for this Project.	O.K.		These reports will function as "report cards" on the Town's transportation planning process. Multiple TIAs allow us the opportunity to learn from our mistakes and make corrections. Making this information available to the public ensures a transparent process.
6. Include bicycling metrics	*Need additional information*		?	For all future traffic impact analyses extend bicycle performance metrics to the boundary of the study area.	Bicycling is an important transportation mode. Keeping track of biking safety needs to extend beyond intersections located ½ mile from Carolina North. t
7. Ensure that biking facilities are built	*Need additional information*		?	Each SRTP shall be made in consideration of and be consistent with the Long Range Transportation plan in effect at the time of each SRTP update. Each SRTP shall consider applicable regional transportation plans and programs, the Town's comprehensive plan, a pedestrian and biking facilities plan, and all other adopted plans and policies affecting potential development in the areas affected by the Carolina North Project that are in effect at the time of each SRTP update. Parties to this agreement shall make reasonable efforts to include all of the transportation analyses and plans required pursuant to this Agreement to consult with and involve the Town of Carrboro, the Chapel Hill-Carrboro school	**G.8.8.(d)** Amend Improved language in 5.8.18, 5.16.7; only one facility needs to be completed by 400,000; without interim goals could take 20 years for one facility to be built. Public and Ped and bike Advisory Committee needs to be consulted by Manager. We had recommended that a master biking facilities plan be part of the SRTP or the TIA. Biking and ped facilities should be integrated into this Agreement. We propose as an alternative that this language be placed in the General Provisions.

				system, other regional and local government entities, neighborhood groups, and the public.	
8. Ensure safe pedestrian access	*Need additional information*		?	*Pedestrian improvements must be linked to building permits.*	A master pedestrian plan would offer safe mobility to walkers and bus riders crossing the street and is an integral part of progressive transportation planning. Including a pedestrian and a biking plan in the SRTP ensures that biking and pedestrian facilities, and signaled cross-walks and pedestrian overpasses are built crossing Martin Luther King Jr. Boulevard between the campus and Weaver Dairy Road.
~~**9. Ensure improvements to protect neighborhoods are built – a technical edit**~~				~~[add improvements before the Development Agreement is agreed to by May 1, with thresholds, timing, and parking ratios. These may include traffic calming measures in adjacent neighborhoods; minor intersection improvements such as turn lanes if warranted; transit measures that are consistent with LRTP plan; traffic signal improvements; pedestrian and bicycle amenities, etc. Separate parking ratios are being studied for each major land use category within the Carolina North development and may be incorporated into the Agreement.~~	~~Town planning staff have made it clear that they are revising the TIA to reflect their own understanding of local traffic conditions and challenges. Including only recommended improvements made by May 1 would appear to suggest that only the recommendations made by the consultant are important.~~
10. Plan for a parking ratio target of 30% constrained by the end of 3 million square feet build-out.	5.8.7	Individual site development permit applications through 800,000 square feet of total building space in the Carolina North Project shall demonstrate that parking ratios and the number of parking spaces at Carolina North are consistently between the baseline and 10% constrained ratios as identified in the May 2009 Carolina North Transportation Impact Analysis (TIA) (set out below), subsequent TIA updates, or as approved by the Town Manager.	?	Individual site development permit applications through 800,000 square feet of total building space in the Carolina North Project shall demonstrate that parking ratios and the number of parking spaces at Carolina North are consistently between the baseline and 10% constrained ratios as identified in the May 2009 Carolina North Transportation Impact Analysis (TIA) (set out below), subsequent TIA updates, or as approved by the Town Manager. Updated targets covering the next increment of 800K square feet of total building floor space will be mutually agreed upon by the Town and University before any additional building permits are issued. The proposed schedule will be made available for public comment at least 1 month	We applaud the target of 10% constrained parking ratios by 800K square feet of building floor space, but would like to see more specificity about how parking ratio targets will be established after 800,000 square feet.

<table>
<tr><td></td><td></td><td></td><td></td><td>before the schedule is agreed to.</td><td></td></tr>
<tr><td>11. Master Plan for bicycling
Add Improved language in 5.16.6, 5.16.7,5.16.13, but intermediate goals are lacking. It is possible that at end of 20 years, we could have built no facilities.</td><td>Need additional information</td><td></td><td>?</td><td>We recommend that the Development Agreement require a master plan to be developed by the Pedestrian and Bicycle Advisory Committee with input from UNC. This plan will include off-road bicycle paths and adequate on-road bicycle lanes that meet two needs: <u>(1) connect Carolina North to the main campus, and (2) provide bicycle access from Carolina North to other parts of Chapel Hill and Carrboro to the east, north, and west.</u> This plan should be tied to building square footage – see below. A bicycle path – preferably off-road, avoiding main roads as much as possible, and avoiding unnecessary hills – should be completed simultaneously with the first stage of construction of Carolina North. The bike and pedestrian improvements must be complete at the end of the first phase.
<table>
<tr><th>Development increment</th><th>% of biking and ped infrastructure</th></tr>
<tr><td>Innovation Center</td><td>--</td></tr>
<tr><td>First 800K sq feet</td><td>Complete #1 above</td></tr>
<tr><td>3 million sq feet</td><td>Complete #2 above</td></tr>
</table></td><td>There is no plan in the Agreement for providing off road bicycle paths between the main campus and Carolina North, nor is there any mention of bicycle paths connecting Carolina North to other parts of Chapel Hill. Overpasses and crosswalks to ensure safe pedestrian movement must be part of a plan that will encourage walkers. Without a plan imbedded in the agreement for bicycle and pedestrian facilities, we won't get people out of their automobiles.</td></tr>
<tr><td>12. Narrow focus area to TIA boundaries and issue annual report to public on bike and pedestrian incidents.</td><td>Not addressed</td><td></td><td>?</td><td>A report on statistics and locations for vehicular crashes involving pedestrians, pedestrians on bicycles, property or other vehicles within the boundary area of the Carolina North TIA should be produced and included in the annual report (5.27.4).</td><td>Adopting a metric for pedestrian and bicycle safety will help the Town and the public evaluate pedestrian safety improvements and indentify areas that may need additional facilities. This information is already tracked by the Town. The only additional step would be to narrow the area focus of the available statistics. Accident trends are also included in each TIA update, but accident reports should be provided annually.</td></tr>
<tr><td><s>17. Safeguards for Neighborhoods</s>

<s>Not an issue to include in the</s></td><td><s>NA</s></td><td></td><td></td><td><s>The Town of Chapel Hill needs to develop a mechanism with DOT to ensure that traffic calming needed on state owned streets is built.</s></td><td><s>The Town has assured that it they can work well with DOT to get their support from the State DOT for traffic improvements on state owned streets.</s></td></tr>
</table>

~~**Development Agreement.**~~					
18. Safeguards for Neighborhoods	*Not addressed*		?	Parties to this agreement will not use eminent domain actions for private property. The Town Manager will recommend calling a public hearing for any road improvements affecting neighborhoods.	We should avoid past conflicts between the Town and UNC on eminent domain actions.
~~**19. Safeguards for Neighborhoods**~~	~~Include in Agreement *Status?*~~			~~The parties will minimize widening of roads and new road constructions as a means to addressing traffic congestion.~~	~~This principle should be built into the Agreement.~~
20. Safeguards for Neighborhoods	Include in Agreement Language added to TIA		?	Limit construction vehicles on local road ways during school bus hours.	The safety of school children cannot be compromised by construction activity.
21. Safeguards for Neighborhoods	Include in Agreement Done 6/4 we are satisfied with the new language		?	Ensure that traffic calming measures are built in neighborhoods.	How will the public know that there will be adequate funding for traffic calming? How will the Council protect public safety if DOT will not allow traffic calming devices on DOT roads?

<u>Public Input/Information Session, June 11, 2009</u>

Interests Raised by Citizens

- Concerned that certain sidewalks don't have to be built until 800,000 SF. What if they build 700,000 SF and quit? Concerned that the community will never get certain improvements that have been promised.
- There does not seem to be anything in the development agreement regarding the use of the property for special events. So, if the University wants to use the property for special events such as parking for football games or concerts, there does not seem to be any language addressing such parking and associated noise in the agreement.
- Where is it specified what transportation-related information is included in the Annual Report?
- Regarding the fiscal impact of Carolina North, when you are in the cost-sharing portion of the agreement, where the Town and the University are determining what portion of the costs (like transit costs for example) are to be borne by the University, is it the Traffic Impact Analysis numbers that will determine that percentage? And, if you are running new fiscal analysis each year, how will that synch with the traffic impact analysis numbers?
- Notice that there are a number of places in the Development Agreement where the Town needs NCDOT approval. What is going to happen if the Town cannot get NCDOT's approval?
- Is the University required to pay for each of the Traffic Impact Analysis updates?

Council Public Hearing, June 15, 2009

Interests Raised by Council Members

- If the Town can get State or Federal funding for bike lanes, sidewalks, or greenways, then the Town and the University should partner together and pursue such funding.
- With regard to the proposed resolution from NRG and the desire to ensure that all transportation improvements are fully implemented before occupancy of a new building, if level of service were to fall below a certain standard, could the University be required to cease occupancy of a building? Concerned about what could happen in between Traffic Impact Analyses. What safeguards are available to the Town in this situation? Would like to discuss with the University at tomorrow night's work session.

Interests Raised by Citizens

- What does quality of life mean for neighborhoods in the context of the Carolina North development? Key issues that keep coming up in neighborhood focus groups and community forums are children being able to arrive at school safely, anyone who lives in the neighborhood being able to walk safely to their jobs or recreational/cultural activities, being able to bike safely, having transit options that take people where they want to go, being able to see stars at night, hearing crickets, and having green spaces. These are some of the recurring themes from neighborhood meetings regarding various factors that maintain and promote the quality of life for Chapel Hill neighborhoods. So, the key question now is how will the Council structure aspects of the Development Agreement that protect the people in the neighborhoods and specifically address these quality of life issues? Basically, how will the Council safeguard neighborhoods? Similar to what the Town's Comprehensive Plan describes as conserving and protecting existing neighborhoods. Key questions that the Council should consider as part of reviewing the Development Agreement are: How do we ensure that the Town's growth does not impair neighborhoods' quality of life? How will the Town help make sure that children arrive at school safely in the context of this development? How will the Town provide cyclists, runners, walkers and their pets with safe routes for exercise and commuting? How will the Town keep its air quality at its current baseline or even improve it? How will the Town provide support for alternatives to transportation by car? And, how will the Town give citizens an active voice in decisions that will affect their lives?
- Traffic in Chapel Hill has gotten much worse since 2001, and it is beginning to interfere with the ideal quality of life that Chapel Hill citizens have previously enjoyed. Carolina North represents a chance to do things differently. Carolina North is a great opportunity to lay down an infrastructure of bicycle paths that do not exist now, making Chapel Hill a fairly non-bicycle friendly place. The bicycle paths need to be created in such a way that they will not only attract the avid bicyclists, but would also entice people to get out of their cars and alternatively use their bicycles as a mode of transportation. The currently proposed Development Agreement is a great improvement in terms of figuring out how to establish such a network. Having a committee that will research this issue and report back in a year is a great idea. Need to be two elements to the committee's scope – (1) figuring out a path that connects the two campuses and allows people to get back and forth between them in a reasonable way, and (2) a network

of paths from the campus leading out to other parts of town. Should be paths that avoid roads and hills. What the currently proposed Development Agreement lacks is language that requires a connection between the two campuses to actually get built. Needs to occur during an early stage of construction for Carolina North. These paths are basic infrastructure that needs to be installed early in the life of the development.

- Need to pay close attention to how pedestrians are going to get across Martin Luther King Jr. Boulevard. In particular, if the Town and the University expect a large number of people to utilize transit and catch the bus along Martin Luther King Jr. Boulevard, then need to pay close attention to how those pedestrians are going to get across the street safely. Need to give serious consideration to constructing an overpass or a tunnel that can take pedestrians across Martin Luther King Jr. Boulevard in close proximity to the major bus stops that would serve the Carolina North campus.
- Still a lot of concern regarding the transportation impacts that will be felt due to Carolina North, and the potential impact on the community's quality of life. It appears that this will be the most visible and harmful consequence of this project on the local community. Coming up with a viable and scalable transportation solution for Carolina North has emerged as perhaps the most difficult challenge facing this project. Although the exact magnitude of this impact has not been determined, there is no doubt that it will be significant. The main goal for dealing with this impact, as articulated by the Neighbors for Responsible Growth (NRG), is "don't put additional vehicles on our roads until the transportation improvements are in place to accommodate them."
- Section 5.8.14 of the Development Agreement currently includes the statement "a proposed schedule for the improvements shall be submitted with the first site development permit application." NRG recommends that this language be changed to the following statement "A proposed schedule for the improvements shall be agreed to by both the Town and the University before the first site development permit application is issued." The intent of this change is to clearly state that the proposed transportation schedule must be approved before a permit is issued.
- NRG also recommends the formation and adoption of a Council resolution linking building permit approval to transportation improvements. Specifically, the NRG requests that the Council adopt a resolution for the public record stating the necessity of linking transportation improvements to the building permit approval process. This resolution could then serve as a guide for future decision-makers throughout the development of Carolina North. The resolution could read as follows:

  > "Whereas the schedule for transportation updates must be approved before the issuance of all new site building permits at Carolina North, pursuant to Section 5.8.14 of the Development Agreement; whereas Chapel Hill citizens and all individuals accessing Carolina North are best served by a transportation planning process that anticipates, rather than reacts to points of failure, be it resolved that officials representing the Town of Chapel Hill in decisions about the terms of site building permits issued for Carolina North pursuant to Section 5.8.14 of the Carolina North Development Agreement shall strive to ensure that all transportation improvements necessary to mitigate anticipated points of failure within the Transportation Impact Analysis study boundary are fully implemented before occupancy of a new building."

If the Council does not take this step, then the transportation improvements identified in each Traffic Impact Analysis will mean very little. Need to take specific action before roads begin to fail, and make sure that transportation improvements are in place before buildings are occupied at Carolina North.

- Transportation improvements should be a pre-requisite for increasing vehicular traffic on our roads.
- Important to consider and incorporate non-vehicular alternatives such as biking and walking for accessing Carolina North, and the investments to support them must be made early in the development process.
- Citizens have previously requested that signage be installed and appropriate road improvements made through the Elkins Hills neighborhood, including upgrading trails through Umstead Park and adding signage to direct bicyclists and pedestrians through the Elkins Hills neighborhood (which is south of Carolina North).
- Coker Woods neighborhood, which is near the intersection of Piney Mountain Road and Martin Luther King Jr. Boulevard, is already seeing two cars that park on the street and use the bus to access campus. Very concerned that this problem will only increase, turning the street into a parking lot, as Carolina North develops.
- Concerned that Traffic Impact Analysis model may work well for a single Special Use Permit, but does not work well for something of this magnitude.
- Parking lots contribute to the heat island effect and are not aesthetically attractive. Believe that even at the currently proposed levels of constraint, there is too much parking provided. The space between baseline and 10% constrained is just not big enough; need to pursue greater reductions.

Interests Raised by Citizens (Written)

- Neighbors for Responsible Growth (NRG) proposes the following resolution to accompany approval of Carolina North Development Agreement:

  Transportation resolution (per Section 5.8.14)

  Whereas the schedule for transportation updates must be approved before the issuance of all new site building permits at Carolina North, pursuant to Section 5.8.14 of the Development Agreement; whereas Chapel Hill citizens and all individuals accessing Carolina North are best served by a transportation planning process that anticipates, rather than reacts to points of failure,

  Be it resolved that officials representing the Town of Chapel Hill in decisions about the terms of site building permits issued for Carolina North pursuant to Section 5.8.14 of the Carolina North Development Agreement shall strive to ensure that all transportation improvements necessary to mitigate anticipated points of failure within the Transportation Impact Analysis study boundary are fully implemented before occupancy of a new building.

- *Recommendations to the Town Council for Changes in the Development Agreement*

Bicycle Issues

1. One issue concerns a bicycle path connecting Carolina North to the main campus. It is in the interest of the University and the Town that this path is constructed as soon as possible and prior to the first stage of development of Carolina North. Recommendations to this effect have been forwarded to the Town Council by the Bicycle/Pedestrian Advisory Committee, the Greenways Commission, and citizen's group Neighbors for Responsible Growth.

   The June 11 draft of the Development Agreement addresses this issue in the following sections:

   > 5.8.19. Greenway Connection to Main Campus. The Town and the University shall work cooperatively to identify a greenway/bicycle connection between the Carolina North Tract and the University's central campus. A report on the status of such a connection shall be included in the examination of a Town-University partnership on bicycle, pedestrian, and greenway pathways mandated by Section 5.16.1 of this Agreement.
   >
   > 5.16.1. The Town and University shall collaboratively examine the feasibility and form of a new partnership for planning and funding a program to address common interests in an effective system of bicycle, pedestrian, and greenway pathways. It is in the interest of the Town and University to establish such a system as an effective additional alternative to automobile and public transit. This examination shall consider a model comparable to the partnership that has been established to address the Town and University interests in public transit. Appropriate Town advisory boards, University students, the Town of Carrboro, and the public shall be consulted in this examination. A report on this examination and recommendations for implementing action shall be submitted with the first Annual Report mandated by this Agreement.

   We propose modifying the Development Agreement to establish a deadline for the construction of this bicycle path. The following language should be added to 5.16.1 (or included as a new subsection:

   > **"The Town and University shall then work immediately to construct the bicycle connection between the Carolina North Tract and the University's central campus. The construction of this pathway shall be completed within two years of obtaining necessary permits and identifying funds for construction, or prior to the occupancy of the first phase of Carolina North buildings, whichever comes first."**

2. Additional pathways for cyclists within Carolina North and connecting Carolina North to other parts of Town are described in the Development Agreement as follows:

   > 5.16.8 (b) Additional improvements shall include:
   >
   > 1) A paved trail from Estes Drive Extension through Carolina North to Homestead Road to connect with the Town's extension of the Bolin Creek Trail from the sought and the Town's Horace Williams Trail to the north;
   >
   > 2) A paved trail through the center of the first phase campus in an east/west direction to connect with the Carrboro/Chapel Hill extension of the Bolin Creek Trail;
   >
   > 3) A means of crossing Estes Drive extension; and

4) Continued trails through Carolina North area as a separate facility with as few road intersections as possible.

We propose two modifications:

1. **An additional improvement that says the Town and University shall work with the Town of Carrboro to build some connecting bicycle pathways between the Carolina North Tract and Carrboro.**
2. **Change 5.16.98 to require these additional improvements all to be completed prior to the completion of the initial 800,000 square feet of total building space.**

Pedestrian Issues

Pedestrian issues are addressed in the Development Agreement in sections 5.8.15, 5.8.16, 5.8.17, and at 5.16.1 and subsequent subsections having to do with Greenways. These sections call for traffic calming, sidewalk improvements, a pedestrian island on Piney Mountain Rd. near Martin Luther King, Jr. Blvd., and of course greenways and pathways that will be available to pedestrians as well as bicyclists.

One remaining major concern is about the safety and convenience of pedestrians crossing Martin Luther King Jr. Blvd. as they go between bus stops and the Carolina North campus. Each person making a round trip journey to and from the campus by bus, coming from the north or the south, must cross MLK Blvd. Given the additional traffic that the TIA predicts on this busy street, we recommend the following additions:

The University and the Town shall explore the feasibility and if possible construct a pedestrian overpass or tunnel to avoid pedestrians having to cross Martin Luther King Jr. Blvd. at the bus stops closest to the Carolina North campus.

<u>Council-Trustee Work Session, June 16, 2009</u>

Interests Raised by Council Members

- Assuming that a non-MLK bike route can be determined between the main campus and Carolina North, what timetable should be associated with such a venture?
- Once it is clear that a non-MLK bike route can be provided between the main campus and Carolina North, believe that a definite period of time should be attached to the project, although how to determine the appropriate amount of time is difficult.
- Perhaps there is some way to attach some sort of performance criteria to the achievement of the envisioned bike route between main campus and Carolina North, rather than attaching a time frame?
- A pedestrian and bicycle crossing of Estes Drive Extension remains a top priority, to be achieved early in the life of the development agreement.
- As soon as there is a destination for people to get to at Carolina North, the Town needs for pedestrian and bicycle infrastructure components to be in place. It is not like buying several buses; these types of improvements are a lot less expensive and are more within our control. Accordingly, believe that a means to cross Estes Drive should be put in place early on.

- Is there a benefit to crossing Estes Drive Extension, even if there is not a trail on each side?
- In terms of timing, as soon as there is a draw for folks on the main campus to go to Carolina North, there needs to be a safe way to bike there.
- Although the current Traffic Impact Analysis studied the 800,000 SF and the 3,000,000 SF development program scenarios, it does not provide fine grain analysis of what happens at 400,000 SF, 600,000 SF, etc. In addition, the required future analysis and planning (subsequent traffic impact analyses are scheduled to occur this fall and then at 800,000 square feet increments or every 5 years, whichever occurs first) may not necessarily coincide with when actual transportation improvements need to occur.
- Although it may be possible to identify improvements that are needed with individual buildings as part of each site development proposal, the problem with the current draft of the Development Agreement is that given the way it is worded, those improvements would only have to be installed every 800,000 SF.
- Supports the pay as you go approach. If transit is working really well and certain traffic impacts are not being experienced and thus the thresholds for previously identified improvements are not being met, then it goes both ways and the University should not be required to make such improvements prior to the need for the improvement actually being reached.
- General support for the idea of doing "short range" Traffic Impact Analysis when new buildings are proposed, without having to do a full-blown study.
- What kinds of things would change the landscape and require the use of new traffic counts?
- The bottom line is what is actually happening, not what the model says. Need to make sure that if the University is negatively impacting an intersection to the point that improvements are needed, that the University makes the improvements to address the associated incremental and cumulative impacts.
- Is every 800,000 SF an appropriate threshold at which to do a full updated Traffic Impact Analysis?
- Looking at traffic impacts on a regular basis, perhaps building by building much in the same manner that the Town considers a Special Use Permit, would make sense and would be consistent with how the Town usually does business.
- As far as parking ratios are concerned, would like some documentation of the dialogue between the Town and University regarding the reduction of parking and emphasis on transit. Would like to better elaborate on what is meant by the commitment being discussed here between the two parties. Possible to reference some discussions to perhaps add some teeth and more clearly guide this agreement in the direction of reducing parking ratios.
- Regarding the committee that is going to be looking at bike, pedestrian and greenway issues during the next year, is this group going to only meet for one year and disband? Or will this be a group that has ongoing responsibilities? Or is this something to still be determined? Would be good to clarify if this group is going to have a life beyond the first year of its existence.
- Appears that the committee that is going to look at bike, pedestrian and greenway issues is going to involve Carrboro. Believes that this is a real issue and that Carrboro needs to be included in these discussions.

Interests Raised by University Participants

- Completely agree that there is not a good way to ride a bike from the main campus to Carolina North. If someone could come up with such a path, the University would be willing to be a financial partner in such an endeavor. The University is happy to participate in any conversation that would seek to provide a solution to this situation.
- Okay supporting a reasonable plan for a non-MLK bike route between the main campus and Carolina North, but would not want to have to agree that it would all be worked out before the University could start anything else.
- It seems that certain levels of occupancy should trigger the need for specific transportation improvements to keep everything operational. Is it not this simple?
- Is there any reason why the traffic consultant could not update the analysis with each building that is proposed? It should be fairly simple to add the additional floor area and then re-run the analysis solely for the purpose of determining if that building triggers the need for any additional transportation improvements. Would not be a new TIA, rather would just be updating the existing TIA to reflect the additional incremental impact of the new building. Is it not possible to proceed in this manner? Understand that it would involve a limited scope of analysis based on the same assumptions utilized when the last TIA was prepared.
- As far as traffic improvements are concerned, the University is willing to pay as it goes. If the University is going to build a building that causes a particular intersection to fail, then the University should be responsible for fixing that intersection prior to occupying that building.
- Given limited opportunities to count traffic given the school calendar, perhaps it makes sense for the University to be proposing improvements and a schedule for those improvements as part of the site development permit for each building? The idea would be that these identified improvements would be installed prior to occupancy of each building.
- How hard is it to identify impacts per every 100,000 square feet?
- What if the University develops two different scenarios for the first 800,000 SF, allowing the Fall 2009 Traffic Impact Analysis to be run for both scenarios, thereby providing a sense as to how necessary improvements vary according to differences in development program. This analysis would then provide enough information for the University to propose what improvements should specifically be linked to each building going forward. Thus, rather than fixating on one schedule, this approach would allow both the Town and the University to consider two different scenarios, providing better information for determining what improvements are required and proposing when they would occur.
- Attempting to develop a scenario that provides commitments to making identified traffic improvements in a timely manner. As long as there is some basis per the TIA, the University does not mind making the improvements in an “as needed, pay-as-you-go” manner.

Interests Raised by Citizens

- Approximately 60% of the traffic impact of Carolina North is projected to consist of commuter traffic from outside of the Chapel Hill-Carrboro area. Of all of the projected traffic impact, 23%

will be going out through Carrboro per the projected employee trip distribution. This amounts to about 4,000 trips per day – a huge burden on Carrboro roads. This is an especially large burden when one considers that Carrboro does not have any roads like MLK, and tends to rely on east-west corridors like Estes Drive Extension. Encourage the Town to look at further reducing parking, perhaps a 40% constrained ratio. Please consider looking out for Carrboro.

- If there was a lot more housing provided in all income brackets at Carolina North, it would definitely help to reduce the trips per day generated. If there was a lot more emphasis on transportation/transit corridors with housing in them, that could provide impetus for using public transit to reduce the number of trips per day. Light rail access should be championed in the development plan. Need to use housing density and transit planning to reduce the traffic impact and the number of vehicle trips generated per day.
- We cannot ignore the impact that Carolina North will have on transportation infrastructure in Chapel Hill nor the impact on citizens who are being asked to pay for it. And the citizens will pay one way or another; whether higher local taxes or state taxes, the consequences of not taking action, deteriorating infrastructure, gridlock, abandoned downtown real estate, or inevitable property depreciation. Recommend one simple addition to the Agreement; linkage between building occupancy and transportation improvements. Need concurrent investment in infrastructure with the growth of Carolina North. No less true of transportation that it is with water, sewer or power. Because there is a lengthy lead time for such transportation-related improvements, ideally these needs should be identified and planned for, not reacted to. Concerned that despite our best intentions, our failure to anticipate or inability to act in a timely fashion will inevitably lead to failed intersections. There is nothing in the current Agreement to prevent such a scenario from occurring. We need a safeguard mechanism that will halt occupancy at Carolina North until appropriate transportation fixes can be made when these intersections fail. We aren't talking about financial responsibility here, just asking for a sensible statement that we don't want to see a transportation failure and that we are willing to hold off building occupancy to avoid it. Nobody will benefit if we fail to do the right thing.
- Disturbing that the discussions regarding transportation all seem to assume that all of the traffic impact will be due to Carolina North. As previously indicated by the Traffic Impact Analysis consultant, there is a certain amount of growth especially coming from Chatham County. US 15-501 has been widened and gained additional lanes and is available to accommodate these additional private vehicles. For that matter, US 15-501 is currently being widened in Durham. It seems unrealistic to bubble-wrap Chapel Hill and say that the Town has lovely countrified roads that shall not be widened or improved because we are just going to have the congestion in Chapel Hill. Concerned that the aggravation that is caused will prevent people from coming to Chapel Hill or stopping in Chapel Hill to buy goods and services – in other words, it will undermine some of the business that we are trying to develop now. Accordingly, believe that improving the roads is another facet of the impact that the Town needs to seriously consider.
- Regarding parking, people are not going to go out to dinner or go shopping on the bus with their kids, they are going to take a personal vehicle. The Town just needs to accept that people are going to use their personal vehicles. Buses are great for going between the two campuses and very conducive for people who have a regular schedule going back and forth to work 5 or 6 days per week. But there is a great deal going on in Chapel and Carrboro that people will use their personal vehicles for, and if we do not plan for this, we are just compounding our problems.

- There seems to be a mythology at work here that if you don't build it (e.g. parking), they will not come. This is not what will really happen. Need to accommodate development with appropriate parking and roads, otherwise people will just choose to live elsewhere and commute into Town.

Council Meeting, June 22, 2009

Interests Raised by Council Members

- Regarding pedestrian and bicycle issues, believe that maximum flexibility has been retained, which is very important if outside funds are going to be utilized.

Interests Raised by Citizens

- NRG supports recent changes to the Development Agreement linking building occupancy and transportation improvements, promoting more aggressive parking ratios, and advancing the concept of a workable bike/ped path linking the two campuses in the earlier stages of the development.

E-Mails Received

- I noticed that traffic data collection was scheduled for Nov. 3-17. Was this done on Homestead proximate to the intersection with WDE? If so what were the results? Is there a report on the impact of the CN project on traffic on Homestead, and that intersection? Is it still in the plan to make Weaver Dairy a full vehicular access point at that location?

- We are particularly interested in transit issues and likely traffic impacts on our ability to access Piney Mountain Road. Can you please update me on the status of the long-range transit plan and the traffic impact analysis? When will these studies be complete and available to citizens?

- I hope that the upcoming Traffic Impact Analysis report will give careful attention to the impact on traffic through the surrounding residential neighborhoods, as well as the main arteries. How many cars are going to come and go during rush hour, and what routes will they take "in equilibrium"? My guess is that the I-40/MLK Boulevard corridor is going to get backed up both ways, and many commuters would seek other routes until they also become congested enough to make it a toss-up Here is my own perspective: I live at the corner of Piney Mountain Road and Collinson Drive, which is 1/2 mile from the intersection of Piney Mountain Road and MLK Boulevard. From the current site plan, it looks like the Piney Mountain/MLK intersection will have very heavy traffic coming and going in and out of Carolina North--in fact, it may even be the main entrance. Now, here is some data from my own experience. I work at Duke, and even with the current low level of traffic on MLK Boulevard that I experience (I have a "reverse commute"), the least-hassle way for me to get to Duke, or anywhere north of Duke, is often to go north on Piney Mountain, then drive through the Cedar Hills neighborhood (which I know the residents there do not appreciate), and then take Sunrise to Whitfield to Erwin Road, which intersects 15-501 atthe 751 intersection next to Duke. And when I am going to or from the Raleigh area, the least-hassle route is often to go north on Piney Mountain, then take Shady Lawn to Honeysuckle and go through the Sedgefield neighborhood, coming out on the east end

of Weaver Dairy, and going from there to 15-501 to I-40. Also, when traffic is at all backed up on MLK, the fastest route from my house to I-40 is to go north on Piney Mountain and drive through the Timberlyne neighbor, coming out at the intersection of MLK and Weaver Dairy. (It is exactly 1 mile farther to go from the Piney Mountain Road/MLK intersection to the MLK/I-40 intersection via Piney Mountain rather than MLK.) Now, if there is going to be a backup of rush hour traffic on MLK Boulevard in the future, my guess is that a lot of commuters coming from the general direction of Durham or Raleigh will explore alternate routes like these, which will result in a lot more through traffic through these neighborhoods. It also looks to me as though the traffic that does not come in via I-40 and MLK will have to come from Estes Drive, either via Carrboro or the Estes Hills neighborhood, or else via MLK from the direction of the center of town, and along Estes Drive you also have Seawall School in one direction and Phillips Middle School and Estes Elementary in the other direction. These routes will also take commuters either through residential neighborhoods with schools or through the middle of town, but the latter is probably already congested with UNC traffic. So, I hope that the TIA study will do some careful simulations of how traffic will flow along all the alternative routes, as well as the main MLK/I-40 axis. Also, it may help to design the intersections and turn signals so as to force commuters onto MLK rather than some of the alternate routes that involve Piney Mountain Road.

- I hope that you can point me to the following information: 1. A list of roads and intersections that will be included in the Traffic Impact Analysis; 2. The current LOS rating for each of those roads and intersections.

- The current road capacity for MLK and Estes would not be adequate for the traffic, yet none of us who live off of Estes Drive DO NOT WANT the widening the Estes Drive .

- There should be ample satellite parking *with frequent bus service* for everyone to use. ***The only vehicles allowed on campus should be or the physically handicapped, deliveries, several residing electric "zip cars," and maintenance workers vehicles***.

- Deliveries should be tied into the ***existing railroad system*** with resident delivery trucks.

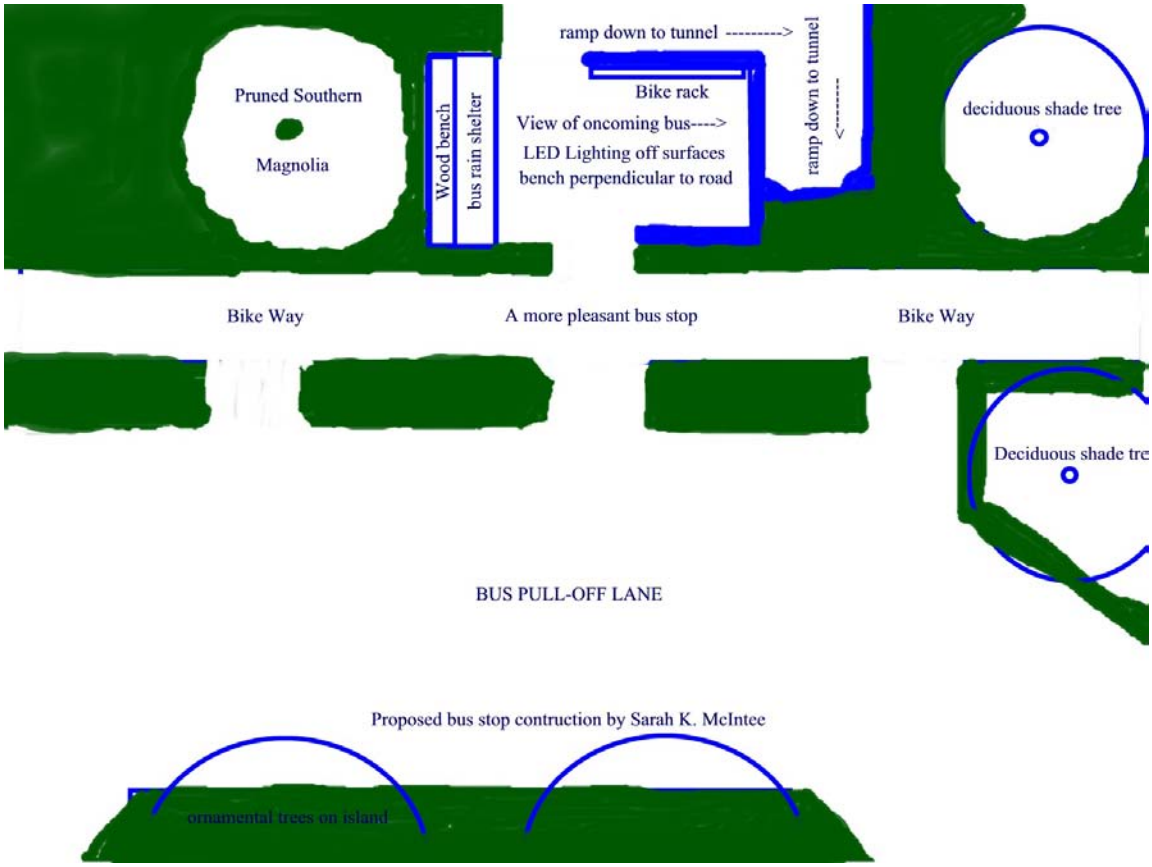
- All bus routes, for people to use them, buses need to ***run every 10 minutes***. If it is less often than that, people will find the service inconvenient and will avoid using it, if they can. A missed bus means only being 10 minutes late.

- The campus itself should have an interior transit system, in addition to frequent bus service to and from the old campus, and to and from satellite parking lots (see item #1)

- There should be a pedestrian and bike tunnel under MLK at the main entrance. A pedestrian bridge, or anything that requires additional effort to get to, will not be used. It has to be right at the bus stops on MLK.

- In addition to having a pull off the road lane, which also can be used as a "kiss and go" lane, the bus stops should be ***pleasant to be at***. They all should have ***benches, lights, and rain shelter that face up street, perpendicular to the road, and NOT parallel with the road!*** In front and also parallel with the street (an L-shape) should be waist high buffer, shrubs for in front of the

shelter and fence along the street, allowing view of coming buses, but giving some protection from the splash and noise. Around the shelter back side and far side, there should be large leaf evergreen plants which add sound buffering. Street side in Chapel Hill is a very noisy place to be. If I take the bus to campus, I now take my ear plugs. The best sound barrier plant is the Southern Magnolia. See my sketch:



- How will Carolina North accommodate pedestrians crossing on MLK Blvd.? UNC undergrads, grad students and employees live in the 2 large apt. complexes on the blvd. and take the morning (southbound) buses at the stop along what will be the Innovation Bldg between Piney Mtn. Rd. and Estes. Currently, these kids dodge the morning traffic to get to the bus stop. With construction of CN and ultimately an increase in traffic, the situation could be perilous. The number of cars and trucks pouring off of the I-40 exit & travelling down the boulevard has increased substantially since I moved here 17 years ago.

  Here are 3 options: a crosswalk, an underground (sub way) passage ala Meadowmont & the Friday Center, and a pedestrian bridge.

  1. Crosswalk -- impractical as surely students would jaywalk and motorists would ignore the crosswalk, cheapest option but also least effective
  2. Sub way passage -- would need lighting, model on the Friday Ctr. walkway, probably the most practical solution for the long run

3. Pedestrian bridge -- it would have to be built tall enough to accommodate trucks and buses, it would be an eyesore

I have a personal interest in this issue as my husband, a UNC physics professor, uses this bus stop. As I drive my daughter to school, I see what amounts to human dodgeball on King Blvd. each morning.

- Roads on the Caroline North Site: Ms. Nirdlinger reported that it has not yet been determined who will own and maintain them. Today, the roads on the main campus are in terrible condition, with the damage caused primarily by construction vehicles and buses. Since both types of vehicles will be prominent at Carolina North for the next 50 years, active steps must be taken not to repeat this history. I have zero confidence that NCDOT would provide good road maintenance at Carolina North, so I suggest that the roads be deeded to the town, and that the town accepts the roads, but only with two conditions. First that the roads be constructed to a very heavy-duty standard, and second, that an adequate, continuous funding source in lieu of property taxes be provided by UNC for road maintenance.

  The roads that surround CN (Estes, MLK, Homestead, Seawell School) will also be damaged by CN construction vehicles. I believe that UNC should provide funds to keep these roads as well in good condition.

  Finally, the planners' drawings that depict street scenes at CN, while appealing, are not realistic in one regard. Carolina North will be a continuous construction project for 50 years. We learn from this decade's construction on the main campus, especially in Health Affairs, how difficult it is to build so much stuff while maintaining a good quality of life. Bruce Runberg said to me once that it would be great if we could shut down the university for several years to do all the construction, but of course, that's not possible. People will begin to work, study and live at CN very early in the construction process. It will be an enormous challenge to manage the construction while maintaining CN as an attractive place for its people.

- We live on Caswell Rd, which is exclusively serviced by Estes Drive. This means that anytime that there is a traffic jam on Estes, we can't leave. The folks who live on Estes have seen the relative values of their homes decrease on a road that exceeds its capacity. When these homes were built, Estes was not a through street. Whoever drives through on Estes is robbing the inhabitants of their property value and quality of life. This robbery will accelerate when Carolina North is built.

  I don't believe this neighborhood is ready to make this degree of sacrifice for the common good. Estes Dr is one of the few cross streets between the two major roads of MLK and Franklin St. To get to 15-501 south rather than go through the jam on main campus, folks drive onto Estes Dr.. None of the other streets nearby go through.

  We have two schools on Estes, Estes Hills and Phillips Middle, and when school ends there is a traffic jam, in addition to the rush hour jams. Children from our neighborhood must cross a very busy street. Two people have to be employed daily as crossing guards.

There are no solutions to preserving our neighborhood other than making Carolina North a CAR FREE campus, with everyone being bused in from satellite parking. The main campus is going in that direction, why not start the planning for this from the beginning?

If not, then folks in the Estes Dr neighborhoods should be compensated for the property value and quality of life robbery. The people who live directly on Estes Dr. should have their homes purchased at Fair Market Value. This would properly make room for the widening, adding of bus pull-offs, bike paths, and pedestrian tunnels that will become necessary. Residents are robbed every day of the ability to freely leave. This would be the right thing to do, but since when does government treat all people fairly when it comes to road building?

- I am glad to see Chapel Hill Town Council members, and others, pressing for transportation alternatives for Carolina North, especially in light of the dire predictions of automobile congestion in the recent report of the consulting firm. Limiting parking on the new campus is fundamental, but also I hope we will see some redesign to include one or more "car-free" zones at Carolina North. This will not only help with transportation demand management, but will also draw attention to the new campus as a cutting-edge example of good urban design. There is a growing movement for car-free environments, and so I wanted to share with you this recent coverage in the New York Times. I think that this sort of thing would help the University draw the kind of corporate partners it wants for the development. My best wishes to you.

  http://www.nytimes.com/slideshow/2009/05/12/science/20090512-SUBURB_index.html

  http://www.nytimes.com/2009/05/12/science/earth/12suburb.html?_r=1&scp=2&sq=car%20free&st=cse

  http://roomfordebate.blogs.nytimes.com/2009/05/12/carless-in-america/?scp=3&sq=car%20free&st=cse

  http://greeninc.blogs.nytimes.com/2009/05/12/creating-a-car-free-community/?scp=1&sq=car%20free&st=cse

- Letter addressed to Mark Kleinschmidt, Town Council of Chapel Hill:

  I live on Buena Vista Way and we talked briefly at the “traffic meeting” on May 3. You asked that I visit the Town website and the Carolina North pages to see if it provided background for some of my questions.

  I was moved to action by the Chapel Hill Newspaper editorial on May 17 so I visited the Town website to see how it responded to the questions I have about the planning for traffic. I studied the UNC Carolina Materials that were submitted Nov. 2008 and included the plans produced in 2007. I also studied chapters of the Traffic Impact Analysis released May 4, 2009. They provided useful background information which included text, charts, maps, and drawings.

  I attended the first public meeting on Carolina North by UNC around 2004 and I was horrified by the amount of parking in the plan (equal to the parking deck at RDU) which was disguised in buildings that looked like office buildings. At that time I wrote a letter to the Chancellor

suggesting that a plan which built substantial outlying parking facilities such as old European towns and cities do by necessity to preserve their character would serve the community and Carolina North much better. I was pleased to see the amount of discussion paid to parking in the following years.

So I am surprised to see the "parking denial" present in current plans on the management of cars, parking, and transit for Carolina North. The cartoon on Sunday captures the experience of the near future. Already parking to get on the NS is occurring in neighborhoods off MLK, traffic is congested and dangerous on MLK from 7:30-8:30 AM and 4:00-6:00 PM--dangerous because people are rushing to get to work on time, home on time, picking up children, and running errands. Any addition of cars will add to the length of time of these congestions. (I noted that there are 214 parking places proposed for the first building, the Innovation Building. I'm not clear if that number follows the baseline ratio or not.) It wasn't clear in the Traffic Analysis how the hospital traffic was factored into the baseline but the rhythm and flow of that traffic is very different in comparison to the traffic generated by academic tasks and the additional Health Care at Carolina North in 2025.

1. As I count them, there are 7 parking lots proposed on the campus, one being half the size of the others. I discerned this from the drawings since I did not find any other description.
2. It is stated that there is enough park-and-ride capacity until 2015. However, I believe that includes all of the park and ride locations and 94% of Carolina North cars are projected to come from the Eubanks lot and I don't know how much additional capacity is there. Currently neighborhoods on MLK are providing parking and easing Eubanks capacity.
3. On the 2007 drawings there are five roads to get on and off the campus: road to Homestead connecting with Weaver Dairy Ext (although it was reported at the May 3 meeting there will be no road there); road to Sewall School Road; road at Estes Park connecting with Airport Drive; and two roads to MLK one connecting to Piney Mountain. For evacuation and fire protection purposes I am certain there need to be this number of access points to the campus but they will be used by regular cars as well. The residents of the campus will need some way to get groceries to their kitchens.
4. In the 2007 drawings there is a substantial point made of the horseshoe road on campus that will connect the two points of MLK. At the meeting there was a big point made of a Transportation Center at the main entrance, which is not located at either of these horseshoe points on the drawing. Exactly what is the current plan? I couldn't tell what the Traffic Impact Analysis used in its calculations.

My concerns:

1. There is no way this is a "green" plan regarding getting people out of their cars. In addition to building enough parking spaces in park and ride, I suggest UNC charge handsomely for a parking place on campus and that residential students park off site. This should be the model of a well functioning closed campus that only accommodates the special needs of children who cannot walk or ride a bike without adult supervision.

2. I do not believe UNC is being straightforward about the plans for the road to Homestead Road. It has enormous traffic implications which may be necessary but need to be transparent to the citizens of the town.
3. On page 26 of the UNC 2007 Plan it states, "a variety of parking strategies will evolve" and refers to I-40 Park and Ride and the road to Homestead. Those need to evolve right now, not after 2015.
4. In the Development Agreement on the website, G8.10 makes reference to the Traffic Impact Analysis. It is unclear what will be included in the Agreement from that document. Since the Analysis assumes parking on campus, I suggest that the mere attachment of it is not adequate. The costs of transit to the Town will be different if cars are really limited on campus so it is not a small point.

When I talk with people about these issues, they tend to dismiss any concern by noting that there are faculty at UNC who are national experts about these issues of planning and the impact on land use and transportation. One person always mentioned is Prof. David Godschalk. I don't recall any comments by him or his involvement in this process. This is not surprising. I was a tenured faculty member in Nutrition from 1989-2008 and I don't believe the Administration ever contacted our Department and faculty for assistance. If we wrote a grant that funded a campus activity or if our students logged in hours of practical experience, there was some activity on campus. Just last week Chancellor Thorp chose to CUT the Vice-Chancellor for Engagement as the first program cut for this budget season. That position was making significant inroads in connecting UNC Chapel Hill faculty expertise so it can be accessed by the state and communities for technical assistance. Dr. Godschalk would be a perfect example for this very activity. There are other faculty in Regional Planning, Sociology, Biology, and Environmental Sciences who have appropriate expertise to share.

The gift of faculty tenure is we tell the truth. Our job is not in jeopardy if we deliver bad news that no one wants to hear. We suffer social consequences but our pay check still comes and we believe the truth is our obligation to society. But if you think the best knowledge of this flagship school has been applied to this plan, I am confident that belief is misplaced.

So, Mark, the website does provide information. I spent about 4 hours searching, reading, studying with this very focused question—is the traffic on MLK going to be as bad as it appears and does it have to be? My first thought in 2004 was that we could build a double-decker road on MLK from I-40 to Estes. We could create the impervious surfaces on the campus to house those single occupancy vehicles. I don't recommend it but at least that would be honest.

- As the "perenially aggrieved" appear at every discussion of Carolina North to bewail the impact of additional traffic in Chapel Hill, please keep in mind a few relevant points made by the presenter for the Carolina North/Chapel Hill traffic impact study:

  1. A small % of increased traffic is expected simply from growth in our area, omitting Carolina North, and this small % is a large number in itself.
  2. Traffic will increase on our major roadways first, and some of them, such as Estes Drive Extension, are narrower than their further- off parts. Road improvements are necessary,

[i.e. idling vehicles burn fuel less efficiently than moving vehicles, idling adds more CO2 than moving traffic].

3. Pedestrians are likely to outnumber bikers (as one UNC planner explained, these will be mostly graduate students), so center medians/ pedestrian refuges (simply 15"-18" of raised concrete) are necessary.
4. When traffic becomes very congested, drivers find "alternate routes." [Neighborhoods that fear vehicles passing through on their streets but also oppose street widenings/improvements will be more likely to see more vehicles passing through on their neighborhood streets if major Chapel Hill thoroughfares are not widened.]

And other recent events:

1. Higher CAFE (miles/gallon) standards along with newer non-petroleum fuels will make new, smaller cars more fuel and cost efficient, therefore still much used.
2. Cash-for-clunkers projects may also contribute to more consumer- attractive vehicles which will keep on running despite fare-free buses.
3. Both Chapel Hill and Carrboro town officials, board members, and the like use personal vehicles most of the time. I know, because standing at Voter Registration and Early Voting at Morehead Planetarium and Carrboro Town Hall for several years has documented to my own observation that most residents and town officials do not bicycle. I have seen a Planning Board member use a personal car to go out to lunch on a bus-route road, a Town Council member use a personal car to shop at a grocery off Fordham Blvd. This is no surprise, but the populace will not change their habits any more than town officials will. Students do ride the bus more than bicycles intra-campus, but many use cars, especially at night, as I observe when I am out parking my car for an event.
4. The comfort, safety and time-efficiency of driving door to door between a restaurant or theater and home even now takes residents I know to Durham, even Hillsborough, rather than to Chapel Hill's downtown. Many grad students, some with families, will act similarly unless home and downtown parking are adequate.
5. If the viability of Carolina North as a mixed-use project is to be successful, the housing and commercial sections must have adequate parking for normal human use, including concern for nights, rainy weather, extreme heat and/or cold. It will be impossible to order newcomers to live in a "transit-oriented community" while current residents seek the convenience and security of personal vehicles.

Newcomers will simply choose to live in the southern parts of Durham where there is lots of new, clean housing and the convenience of many shopping venues of various types.

Finally, as I have presented previously, I support more residential development of homes near my own home and even a possible apartment building near me at the major intersection of Ephesus Church Road and 15-501. I do not wish on others what I would not accept myself, and a world population that has nearly tripled in the course of our own lifetimes is going to impact Chapel Hill along with other communities.

Plan for our municipality's future, not only for 50 or 100 or 200 residents who do not see the whole.

- In the same week of our nearly being killed in the crosswalk, as pedestrians, when someone from the east went through a red light (who didn't even slow down), last night, we were very nearly broadsided in our Grand Marquis, by a red pick-up truck at 10:10 PM at the intersection of Caswell and Estes. We clearly had the green light on Caswell. The truck on Estes coming from the east, slammed on the breaks and made quite a screech.

  That makes two vehicles that we have witnessed this week going through the Caswell Rd intersection coming from the east in Estes. Is there some tree branches or something in the way. Why are people not seeing this traffic light as they crest the hill?

  Regardless of what needs to be done for Carolina North, Estes Drive has problems, as it is. Please consider making all crosswalks on state roads solid white (for night time visibility) and with rubble strip noise makers as cars approach a crosswalk or intersection.

  Someone is going to get killed. I certainly hope it is not anyone in my family, if it is.

- I reviewed the TIA on the town website. I am really glad the town is taking this extensive look at the traffic impacts of Carolina North before any approvals are given. Overall, I like the contents of the report, but I see a potential problem with the extent of traffic calming recommended in the Lake Forest area.

  For people driving from Carolina North to Erwin or I-40 East, a likely alternate route will be Piney Mountain, Riggsbee, Brookview, Honeysuckle, and Sedgefield to Weaver Dairy. I know several people who live on Piney Mountain, and they regularly drive this way to get to Lowe's, Durham, and I-40 to Raleigh.

  After Carolina North commuters get past the traffic calming measures on Piney Mountain (or North Lakeshore, for that matter), many drivers will tend to accellerate through the rest of the drive. There are a number of hills and long straight-aways which will encourage more of the speeding we've already seen in our neighborhood.

  I recommend you include these roads for traffic calming in your report to the Town Council. Cut-through drivers will have to be slowed down for the full extent of their drive through these neighborhoods.

  I remember the opposition to an early traffic calming experiment on North Lakeshore. I submit the problem was in its execution, and not in the neighborhoods interest in slowing down speeders. I would be happy to help socialize this in Lake Forest.

- The following table and comments were included in a letter that was sent to the Town Manager on June 2, 2009:

Issue	Section	Change to 5/19 draft development agreement/ recommendations	Rationale	Status
Provide public facilities as development occurs	**G.8.4(c)** 4.28 draft; *restate and amend*	The Manager will suspend approval of all new building occupancy permits pursuant to the Agreement until the transportation improvements recommended in the most recently updated TIA and SRTP are fully implemented and functional.	Development milestones need to be formally linked to transportation improvements. Town staff have pointed to G.8.11(e) as evidence of a commitment to this principle, but that section of the Development Agreement concerns a cost-sharing agreement for each updated SRTP. The proposed language links implementation of improvements to occupancy instead of building permits.	Proposed 5/21 to Council and Trustees
Update TIA every 3 years	**G.8.7(c)** *Amend*	An updated TIA shall be submitted in December 2012 or when the total square built square footage with the Carolina North project reaches 800,000 square feet of total building floor space, whichever occurs first ~~later~~. Thereafter, the need to update the TIA should be considered by the Town every three years. The need to conduct a TIA for a three-year period may be waived by the Town Manager, pursuant to the Town's Guidelines for Traffic Impact Analysis, Section II.B as they apply to the three-year period being considered….	Revisions address UNC's concerns about paying for unnecessary TIAs during periods when there is no significant build-out. This timing provides for a more regular increment for evaluating transportation planning assumptions and identifying problems that may require mitigation.	Proposed 5/21 to Council and Trustees
UNC needs to provide Town with occupancy figures to more accurately estimate trips and parking needs	**G.8.7(d)** *Add*	Before each new TIA update is considered, the University should present the Town with the estimated increase in total building occupancy, trip generation and total vehicles (on existing collector or local roads) for the projected three-year period. If the estimates are exceeded at any point during the three-year period, the Town and University will consider the need for an additional TIA update, as	Occupancy in buildings at Carolina North will drive the demand for transportation, and may vary considerably among buildings (depending on use). Square footage is a very blunt metric to use as a trigger for TIA updates. UNC needs to provide updated occupancy figures to help ensure accurate projections on trips. The proposed language allows the	Proposed 5/21 to Council and Trustees

		outlined in G.8.7(c). No additional occupancy will occur until the determination has been made. Should the need for a TIA update be considered during one of the three-year periods, it will mark the beginning of a new three-year update period.	University to change its plans at any time, but provides citizens with adequate safeguards when that happens.	
Solicit public input on local conditions	**G.8.7(e)** *Add*	Three months before the end of each three-year TIA update window, public concerns and perceptions on local traffic conditions and pedestrian and bicycle safety will be solicited by the Town in coordination with the Carolina North Citizens' Advisory Committee (see participation recommendation). The results will be made public in accordance with those recommendations.	Input collected by Neighbors for Responsible Growth from more than 600 residents in April/May 2009 was used by the Town to supplement its analysis of the TIA. Collecting this information *before* each update of the TIA will help inform assumptions and identify problem areas. Soliciting regular public opinion on traffic and safety conditions will also serve as point of citizen engagement with the development process.	Proposed 5/21 to Council and Trustees
Ensure accountability	**G.8.7(f)** *Add*	At the end of each TIA update, the Town and the TIA consultant will produce a report that evaluates the accuracy of TIA projections and assumptions by comparing them against current conditions and levels of service. The report will be made available for public comment and put on the Town Council's agenda for discussion before work on the next scheduled TIA begins.	These reports will function as "report cards" on the Town's transportation planning process. Multiple TIAs allow us the opportunity to learn from our mistakes and make corrections. Making this information available to the public ensures a transparent process.	Proposed 5/21 to Council and Trustees
Include bicycling metrics	**G.8.7(g)** *Add*	For all future traffic impact analyses extend bicycle performance metrics to the boundary of the study area.	Bicycling is an important transportation mode that needs to be taken seriously in this document.	Proposed 5/21 to Council and Trustees
Ensure that pedestrian and biking facilities are built	**G.8.8.(d)** *Amend*	Each SRTP shall be made in consideration of and be consistent with the Long Range Transportation plan in effect at the time of each SRTP update. Each SRTP shall consider applicable regional transportation plans and programs, the Town's comprehensive plan, a pedestrian	Pedestrian and Biking Facilities must be a part of the Short Range Transit Plan because the safe mobility of walkers and bus riders crossing the street is an integral part of transportation planning. Including a pedestrian and a	Proposed 5/21 to Council and Trustees

<table>
<tr><td></td><td></td><td>and biking facilities plan, and all other adopted plans and policies affecting potential development in the areas affected by the Carolina North Project that are in effect at the time of each SRTP update. Parties to this agreement shall make reasonable efforts to include ~~shall be made in~~ all of the transportation analyses and plans required pursuant to this Agreement to consult with and involve the Town of Carrboro, the Chapel Hill-Carrboro school system, other regional and local government entities, neighborhood groups, and the public.</td><td>biking plan in the SRTP ensures that biking and pedestrian facilities, and signaled cross-walks and pedestrian overpasses are built crossing Martin Luther King Jr. Boulevard between the campus and Weaver Dairy Road.</td><td></td></tr>
<tr><td>Ensure improvements to protect neighborhoods are built – a technical edit</td><td>G.8.13
Amend</td><td>[add improvements before the Development Agreement is agreed to ~~by May 1~~, with thresholds, timing, and parking ratios. These may include traffic calming measures in adjacent neighborhoods; minor intersection improvements such as turn lanes if warranted; transit measures that are consistent with LRTP plan; traffic signal improvements; pedestrian and bicycle amenities, etc. Separate parking ratios are being studied for each major land use category within the Carolina North development and may be incorporated into the Agreement.</td><td>Town planning staff have made it clear that they are revising the TIA to reflect their own understanding of local traffic conditions and challenges. Including only recommended improvements made by May 1 would appear to suggest that only the recommendations made by the consultant are important.</td><td>Proposed 5/21 to Council and Trustees</td></tr>
<tr><td>A final target of 30% represents a necessary and ambitious commitment to transit which is phased to allow time to pay for it.</td><td>G.8.13
Add</td><td>Parking ratios at Carolina North will adhere to the following targets during the first Development Agreement.
<table>
<tr><th>Development increment</th><th>% of main campus ratio</th></tr>
<tr><td>Innovation Center</td><td>10% above</td></tr>
<tr><td>First 800K sq feet</td><td>baseline</td></tr>
<tr><td>2nd 800K sq feet</td><td>10% constrained</td></tr>
<tr><td>3rd 800k sq feet</td><td>20% constrained</td></tr>
<tr><td>3 million</td><td>30%</td></tr>
</table></td><td>The target of 30% constrained parking ratios for three million square feet will ensure that transit and public infrastructure investments can keep up with increased demand. This scenario assumes a 3 million sq ft build-out during the first Development Agreement. If that does not end up being the case, the numbers should be revised.</td><td>Proposed 5/21 to Council and Trustees</td></tr>
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<tr><td></td><td></td><td><table><tr><td>sq feet</td><td>constrained</td></tr></table></td><td></td><td></td></tr>
<tr><td>Master Plan for bicycling</td><td>G 8.13
Add</td><td>We recommend that the Development Agreement require a master plan to be developed by the Pedestrian and Bicycle Advisory Committee with input from UNC. This plan will include off-road bicycle paths and adequate on-road bicycle lanes that meet two needs: (1) connect Carolina North to the main campus, and (2) provide bicycle access from Carolina North to other parts of Chapel Hill and Carrboro to the east, north, and west. This plan should be tied to building square footage – see below. A bicycle path – preferably off-road, avoiding main roads as much as possible, and avoiding unnecessary hills – should be completed simultaneously with the first stage of construction of Carolina North. The bike and pedestrian improvements must be complete at the end of the first phase.<table><tr><th>Development increment</th><th>% of biking and ped infrastructure</th></tr><tr><td>Innovation Center</td><td>--</td></tr><tr><td>First 800K sq feet</td><td>Complete #1 above</td></tr><tr><td>3 million sq feet</td><td>Complete #2 above</td></tr></table></td><td>There is no plan in the Agreement for providing off road bicycle paths between the main campus and Carolina North, nor is there any mention of bicycle paths connecting Carolina North to other parts of Chapel Hill. Overpasses and crosswalks to ensure safe pedestrian movement must be part of a plan that will encourage walkers. Without a plan imbedded in the agreement for bicycle and pedestrian facilities, we won't get people out of their automobiles.</td><td>Proposed 5/21 to Council and Trustees

Specifics 6/1/09</td></tr>
<tr><td>Narrow focus area to TIA boundaries and issue report to public on bike and pedestrian incidents.</td><td>G.8.14
Add</td><td>A report on statistics and locations for vehicular crashes involving pedestrians, pedestrians on bicycles, property or other vehicles within the boundary area of the Carolina North TIA should be produced and made available to the public at the end of each fiscal year.</td><td>Adopting a metric for pedestrian and bicycle safety will help the Town and the public evaluate pedestrian safety improvements and indentify areas that may need additional facilities. This information is already tracked by the Town. The only additional step would be to narrow the area focus of the available statistics.</td><td>Proposed 5/21 to Council and Trustees</td></tr>
<tr><td>Ensure public input</td><td>Participation section
Add</td><td>The Mayor and Council of Chapel Hill will appoint a Carolina North citizens' advisory committee with</td><td>An Advisory Committee will support the Town's efforts to track on the ground</td><td>Proposed 5/21 to Council and</td></tr>
</table>

		an chair elected by the group to document neighborhood problems that need to be addressed and to communicate them to the Town neighborhood liaison as well as the Town Council (and the Carrboro Board of Aldermen if appropriate).	problems related to the build out of Carolina North. We recommend including citizens from Carrboro.	Trustees
Ensure accountability	**Participation section** *Add*	Reporting: Make UNC and Town periodic reports available at the Town web site.	Making town reports widely available builds confidence in a transparent government.	Proposed 5/21 to Council and Trustees
Ensure public participation	**Participation section** *Add*	The Town will ensure that the public participates in each of the following key decision points through public hearings and informational meetings: - Transportation Impact Analysis (TIA), - short-range transit plans - Traffic management plans - Fiscal agreements - other key milestones in the transportation planning process - approval of the construction plans - information on road connections subject to the approval of the Town Manager - approval of stream restoration projects - maintain a list of minor modifications on the Town website - let public know how their input was, or was not, utilized.	The Carolina North citizens' advisory committee would track and report to Council on this list to ensure that the public participates in the implementation of the Development Agreement.	Proposed 5/21 to Council and Trustees
Participation	**Participation Section**	Engage the Town of Carrboro more actively in transportation planning decisions by specifying that Carrboro officials be consulted in each of the above key decision points.	The Town needs to establish a mechanism to include elected leaders from Carrboro more fully into transit planning decisions.	Proposed 5/21 to Council and Trustees
Safeguards for Neighborhoods	**Include in Agreement**	The Town of Chapel Hill needs to develop a mechanism with DOT to ensure that traffic calming needed on state owned streets is built.	Currently the Town has difficulty getting support from the State DOT for traffic improvements on state owned streets.	Proposed 5/21 to Council and Trustees

Safeguards for Neighborhoods	**Include in Agreement**	Parties to this agreement will not use eminent domain actions for private property. The Town Manager will recommend calling a public hearing for any road improvements affecting neighborhoods.	We should avoid past conflicts between the Town and UNC on eminent domain actions.	Proposed 5/21 to Council and Trustees
Safeguards for Neighborhoods	**Include in Agreement**	The parties will minimize widening of roads and new road constructions as a means to addressing traffic congestion.	This principle should be built into the Agreement.	Proposed 5/21 to Council and Trustees
Safeguards for Neighborhoods	**Include in Agreement**	Parties to this agreement will ensure that school buses are not delayed, disrupted or detoured during the construction phases of Carolina North. The Town and UNC should agree not to allow construction on area roads during school transit hours.	The safety of school children cannot be compromised by construction activity.	Proposed 5/21 to Council and Trustees
Safeguards for Neighborhoods	**Include in Agreement**	Ensure that traffic calming measures are built in neighborhoods. How will the public know that there will be adequate funding for traffic calming? How will the Council protect public safety if DOT will not allow traffic calming devices on DOT roads?	A placeholder for listing traffic calming improvements has been removed from the 5/19 draft of the Development Agreement.	Follow up with staff and if necessary request guarantee in Developme nt Agreement

As you know, Neighbors for Responsible Growth has recently recommended a number of amendments to the Development Agreement that will govern the build-out at Carolina North. These recommendations are similar to what we presented to the Trustees on May 21. We wanted to be sure you had the most recent NRG recommendations in hand before the staff presents another draft of the Development Agreement next Monday night, when the formal consideration of Carolina North begins. These transportation-related recommendations are attached for your information. We put the storm water recommendations into a second file.

Our primary recommendations for transportation:

- Require transportation system improvements needed to meet the demands created by Carolina North.
- Mandate public transit.
- Develop adequate bicycle and pedestrian options for accessing Carolina North.
- Ensure public participation in major transportation planning.
- Implement enforceable safeguards for neighborhoods.

We look forward to working with you during the next critical weeks to ensure that these recommendations, or comparable language that addresses the issues, is included in the Development Agreement. We are available to help clarify our intent on any of these recommendations, and encourage you to contact Bob Henshaw (rghenshaw@gmail.com or 933-9609 if you have any questions.

We are looking to securing support for all these recommendation which represent the concerns of hundreds of interested Chapel Hill and Carrboro citizens voiced through a public process that included neighborhood forums, focus groups and surveys.

We really appreciate your work and your support. Let us know if we can assist you in putting together a special Q and A session with Dave Owen.

- It has been brought to my attention that the traffic calming portion of the plan for Chapel Hill North was removed. As a resident of Lake Forest, we will certainly be affected by cut through traffic. It is already a problem in our neighborhood. This was a concern for us which is why we attended the meeting at the library to discuss the issue. We were assured that it would be a part of the plan. I urge you to NOT sign off on any plan without significant traffic calming.

- I understand that the planning process for Carolina North contemplates some related traffic calming measures for certain neighborhood streets. I strongly endorse this as regards North Lakeshore Drive.

  Driving too fast for conditions has been a long-standing issue for North Lakeshore Drive. The installation and prompt removal of poorly designed speed bumps in the 1990s has confused the situation, but the problem remains. Carolina North will indirectly but seriously aggravate the problem significantly by increasing cut-through traffic between North Estes Drive/Weaver Dairy Road/Piney Mountain Road/Erwin Road.

  At this point, I strongly request your support for the intention or commitment to install effective traffic calming measures on North Lakeshore Drive within the next say four years. The engineering particulars can be worked through later. I personally would favor horizontal deflection measures and/or speed tables, probably two. The studies should additionally consider the potential efficacy and justification for measures on Brookview Road and Honeysuckle Road.

  I write to you as an individual resident, but I consider myself fairly well informed by my service on the Stormwater Management Utility Advisory Board and as a director and project manager for Lake Forest Association. Thank you for your consideration.

- I am concerned about the traffic and safety implications of the development of Carolina North. Honeysuckle Road on which I live is a busy thoroughfare for travelers cutting across from Weaver Dairy to Estes, and the development will increase that traffic dramatically. Even with today's load, the roads frequently develop widening potholes that take much too long to repair and speed limitations are not obeyed.

  Please include explicit traffic calming and safety plans in your overall Development Agreement, such as those presented by Neighbors for Responsible Growth. It is my form belief that careful

oversight is needed and that residents concerns must be registered as part of the infrastructure for the overall plan.

- Please ensure that the excellent NRG recommendations and additions to the Carolina North Development Agreement are adopted this month, as the final version of the Agreement comes together.

- Chapel Hill is considering a change of a magnitude unprecedented in the history of the town. Furthermore, planning is in an environment of unprecedented change. These reasons make prudent extraordinary caution, a willingness to take each step free of assumptions about going ahead. One of the questions that I believe needs to be considered or revisited is:

  - Does UNC have detailed transportation plans that will prevent the over-crowding of area streets as predicted by the recent study?

  The uncertainties of the next 15 to 20 years mandates caution, setting aside assumptions about the near future being like the past. We should not repeat the mistakes that led to the two monsters now under construction. Since we are still in the planning stage, it is not too late.

- I have been following the long process of the deliberations on Carolina North. I want to thank you for keeping the safety and well- being of the citizens and neighborhoods of Chapel Hill and Carrboro in mind as you did during the Gimghoul neighborhood's concerns about increased traffic near campus several years ago. We have been pleased with the efforts the University and Town made on our behalf to install a traffic light and crosswalks for pedestrian safety, and to find creative solutions to limit the impact of more cars on streets adjacent to campus.

  From our small experience I realize that transportation and other infrastructure planning is complex., but it is important that citizens have some safeguards in place to ensure that development at Carolina North does not get ahead of the Town's ability to address the inevitable impacts on roads, schools and environmental resources. We need to take advantage of people's increased awareness of the environment, with more bicycling and alternative transportation and energy use.

  While citizens may not attend public meetings this does not mean that they do not pay or want to be involved in other ways during important decisions throughout the Carolina North project. Neighbors for Responsible Growth (NRG) is helping with citizen involvement and I urge you to adopt their recommendations. Chapel Hill's citizens trust that you will continue your careful oversight of this significant project. As the final version of the Agreement comes together this month, I ask that you work to ensure that these recommendations are adopted.

- I have been so pleased to see how well the town has used tax money to build our new Aquatic Center at Homestead Park, and read in the newspaper that the tax money used to build the animal shelter was also done in the best possible way. I am concerned about these upcoming plans for Carolina North, shocked really to be told that it would be twice the size of Southpoint Mall. I love my neighborhood (Camden Place) for the abundance of trees and wildlife, the creek, and the safety I feel there with my young children. I have no concern at all about my 4-year-old running down the street to see his friend playing basketball in the driveway, or my 7-year-old riding his bike from the bus stop to our house. But now, with Carolina North coming so close to

my home, I truly am worried about how this will change the dynamic of my neighborhood. I hope the town will continue to use excellent judgement in planning. I hope the Neighbors for Responsible Growth will be able to provide guidance regarding traffic management. Thank you for hearing my concerns on this eve of the planning for Carolina North.

- I am a resident of Chapel Hill and I have been following the deliberations concerning the Carolina North project. I understand that traffic calming measures have been taken off the table. I am surprised and concerned. I live on N. Lakeshore Dr. where the speed limit is supposed to be 25. At present there is a great deal of traffic at a high rate of speed (school buses and city buses included). I can only imagine what it will become as this project progresses. Speed bumps or some traffic calming measure would be welcomed by this resident as a means of slowing down traffic and keeping the neighborhood a safe place for its children, many walkers, etc. Thank you for your time and consideration in this matter.
- I fully support the transportation recommendations by Neighbors for Responsible Growth. I drive by the ugliness on Route 54 every day. I do not want my neighborhood to be a ramp on a freeway. What are you people thinking about? $$$$$$$ or nothing at all!
- I live in a neighborhood near Carolina North, and I am concerned about the potential traffic-related impacts of Carolina North on surrounding neighborhoods and the community in general. To that end, I encourage you to support the changes to the Development Agreement that were recommended by Neighbors for Responsible Growth.
- Thanks for your careful review of the Development Agreement. The following news article is an example of the kind of ped-bike infrastructure we need to build into the Agreement to ensure it will happen:

  Hope rides on Durham's new footbridge

  BY BRUCE SICELOFF, Staff Writer

  DURHAM - Anywhere else, a footbridge is just a footbridge. In Durham, it's complicated.

  Last week, a wrecking crew began cutting down the hideous hulk of an abandoned pedestrian bridge over the Durham Freeway, near the Alston Avenue interchange at the southeastern edge of downtown.

  The late-night work is to continue this week, with freeway traffic detoured onto Pettigrew Street between 11 p.m. and 5:30 a.m.

  At a time to be scheduled later, after the rusted old bridge has been cleared away, crews will return to erect its long-delayed replacement -- an elegant steel arch, anchored with red-brick pillars. Its twin curves will glow blue at night against the Durham skyline.

  The $2.2 million Downtown Gateway Bridge project is a unique, Bull City blend of decoration, transportation and reparation. If history is any guide, there will be arguments for years to come about its merits in all three categories.

  The first bridge was built in 1973 as a crude effort to reconnect the severed pieces of Hayti, Durham's historic African-American neighborhood, which was devastated by construction of the freeway through its heart.

"The expressway cut us off," said community historian R. Kelly Bryant, 91, who lives in the Burton Park neighborhood, part of old Hayti, just south of the four-lane road first known as the East-West Expressway.

"They just cut people off. The bridge was built because children who lived above the expressway had to walk an extra mile to get to Burton Elementary School," Bryant recalled.

The old bridge over the freeway was like a tunnel, with green steel walls. Police and some residents said it became a magnet for drug dealing and other mischief. In 1995, it was padlocked and left to rust.

City bus service has improved since those days, Bryant said, but many residents of Burton Park and nearby McDougald Terrace still walk north to get downtown and to shop at the nearest grocery, on East Main Street. Now they have a longer trek via Bacon Street, which runs beneath the freeway, and down the length of Pettigrew, a busy industrial street without sidewalks.

"That bridge should never have been closed in the first place," Bryant said. "I think the new one will be very well used."

Who will use it?

But Eugene Brown, a Durham City Council member, doubts the new bridge will see much foot traffic. He is concerned about project costs and construction delays for Durham Freeway motorists.

"This bridge is certainly going to be more architecturally pleasing and open, but I just think it could end up being a burden with very little benefit," Brown said. "People will see it not as a transportation issue but as a civil rights issue -- and where do you go with that?"

The northern end of the bridge leads to the proposed site of a regional rail transit station on Alston Avenue, intended to serve N.C. Central University and Durham Tech, both south of the freeway. If Triangle leaders succeed at reviving plans for regional transit service, the new bridge could take on a strategic role in East Durham.

Durham's greenway network of bike-pedestrian trails will be rerouted across the new bridge, which is expected to open by 2011.

Beth Timson, the city's assistant parks and recreation director, sees evidence of demand for the footbridge when she drives down the Durham Freeway, also known as N.C. 147.

"I've seen people crossing four lanes of 147 on foot, myself," Timson said. "And if you drive slowly, you can see a pretty well-beaten path down the bank, across the median and up the other side.

"That's one group I know is going to benefit, those people that actually walk across there now."

- Our family lives on Kenmore Rd., off N. Lakeshore, in the Lake Forest neighborhood. Lately, there has been some discussion in our neighborhood about the implications of Carolina North... particularly the likelihood that there will be increased traffic in our neighborhood, as drivers seek to avoid the expected traffic jams on the major thoroughfares.

  First, we ask the Council to be realistic about the traffic effects of this mammoth new development. New developments, both residential and commercial, bring large numbers of new travelers in existing spaces. Please do not assume that most of these residents, workers or

visitors will be biking or walking or taking a bus. Like it or not, this has not ever been the case, certainly not in downtown (despite the dearth of available or convenient parking, and the accessibility by bus), and there is no evidence to suggest it will be in this new downtown extension. Assuming the absence of cars merely because we wish it to be so is dangerous, because it will divert attention from the real need to accommodate this new vehicle traffic.

Second, to address this new influx of traffic, we ask you to take the difficult step of requiring expansion of our town's major north-side arteries: Estes Drive, MLK Jr., and Weaver Dairy. Without dramatically increasing the size of these roads (more through lanes, more turning lanes), traffic will bottleneck. Two things will happen: traffic will be constantly jammed and at a standstill on these major arteries, and traffic will seep into neighborhoods-- onto small residential streets that cannot safely accommodate this new onslaught of traffic. Please also include a plan to increase the number and size of park-and-rides on the outskirts of town, and the buses (train or trolleys?) servicing them. This would help to reduce traffic in the busy center of town and traffic spill-over on our small roads.

But third, please **do not** react to this serious traffic forecast with a band-aid approach that will hurt our neighborhood residents, rather than fix the real problem. We strongly oppose any re-introduction of speed bumps on our Lake Forest streets, including N. Lakeshore. Our streets are quite short in distance and long on swerves and hills. Any approach that includes speed bumps to discourage and "calm" traffic will result in the exact opposite of traffic calming: as you saw the last time speed bumps were installed, there was widespread outrage, as the humps and bumps along Lakeshore turned our stomachs and ridiculously slowed traffic, making drivers (and our neighbors) miserable. All we'll have is wasted gas, excess air and noise pollution, and incredibly frustrated drivers.

One traffic calming option that we would like considered is intermittent lane narrowing, using medians (like on Pinehurst, in the Oaks). These large flower boxes would be in keeping with our beautiful neighborhood. More importantly, they could serve the purpose of forcing additional care by drivers who'd need to navigate a tighter path, while not creating the new problems (ecology-wise and frustration-wise) of speed bumps or too-slow speed limits or excessive stop signs. This could only be done, of course, where there are sidewalks.

Please remember that our neighborhood is described as a “walk zone” for the nearby schools. The only way our neighborhood will be truly safe and "walkable" is if and when the town installs more sidewalks. Already, without sidewalks, the hills and winding nature of our streets make sightlines too difficult and the roads too narrow for both cars and pedestrians. This will be all the more true, all the more dangerous, if vehicle traffic increases as forecast with the new Carolina North.

But related to this issue of increased traffic and Carolina North, the real change that can protect our neighborhood from the expected adverse traffic effects is the change you must make ***outside*** our neighborhood-- accept the reality of traffic increases, and ***expand the park-and-rides and major arteries in the north of Chapel Hill*** so that neighborhoods like ours are not left with a Hobson's choice: the torture of clogged and slow streets from excess traffic, or the torture of nauseating and slow streets from speed bumps or numerous stop signs or crazy-slow speed limits. Either way, the environment and our nerves will suffer.

- Dear Mayor Foy, Council Members,

Rather than send you a completely new version of the recommendations that Neighbors for Responsible Growth submitted during last Monday's Council meeting, we thought it might be easier for you to review this brief addendum updating you on a few key changes reflecting the most recent version of the Development Agreement:

3. Transportation improvement triggers: Items #1 and #3 in the NRG recommendations call for triggers that tie transportation improvements to level of service for roads or to building occupancy. We learned late last week that this issue is being addressed by linking the schedule for transportation improvements to each site building permit. We will be asking for some clarifying language tonight and will be proposing a resolution that clearly spells out the intent that we hope will govern these site permit negotiations.
4. Public participation: Since your discussion last Monday questioning the appropriateness of putting public participation planning language in the Development Agreement, we have drafted a separate resolution that would address this issue outside the DA.

Drafts of the two resolutions mentioned above are attached.

See you tonight. Thanks, as always, for your hard work!

[Note: Above-referenced attached resolutions follow below.]

<u>Proposed resolutions to accompany approval of Carolina North Development Agreement</u>

Neighbors for Responsible Growth - June 15, 2009

Transportation resolution (per Section 5.8.14)

Whereas the schedule for transportation updates must be approved before the issuance of all new site building permits at Carolina North, pursuant to Section 5.8.14 of the Development Agreement; whereas Chapel Hill citizens and all individuals accessing Carolina North are best served by a transportation planning process that anticipates, rather than reacts to points of failure,

Be it resolved that officials representing the Town of Chapel Hill in decisions about the terms of site building permits issued for Carolina North pursuant to Section 5.8.14 of the Carolina North Development Agreement shall strive to ensure that all transportation improvements necessary to mitigate anticipated points of failure within the Transportation Impact Analysis study boundary are fully implemented before occupancy of a new building.

Public participation resolution (per Sections 4.37 and 5.8.12)

Whereas citizens should have a say in decisions about actions that affect their lives; whereas effective public participation meets the process needs of all of its participants; whereas public participation communicates to participants how their input was, or was not, utilized; whereas the effectiveness of public participation should be evaluated using appropriate mechanisms and measurements; whereas the Development Agreement for Carolina North sets forth a schedule for future decision points on a wide range of issues related to the development; whereas the notification and participation of residents of the Town of Chapel Hill per these decisions is important to the overall success of the development,

Be it resolved that the Town Manager shall submit to the Chapel Hill Town Council, no later than six months after the final Development Agreement is adopted, a detailed plan for public notice and participation during the first 800K square footage of build-out at Carolina North.

- From what I have read in the press about the NRG recommendations, they want the University administration to help pay for changes to the streets and roads around CN before building occupancy. There are complications and nuances here, and I would not, for example, oppose some safety improvements for those streets and roads. However, the years of political efforts for TDM, and to get the administration to make CN transit-oriented, go down the drain if any lanes are added or other "improvements" made that would accommodate more automobile traffic. The hard truth of the matter is that we will not get a transit-oriented CN if changes are made encouraging more automobile access for the new campus. In addition to limiting parking, maintaining the *status quo* in terms of road capacity is essential to getting the right result.

- Mayor Foy and Council Members:

  I feel that the importance of two substantive issues could be lost amidst the flood of comments that I hope you receive on the Carolina North Development Agreement, so I have chosen to write instead.

  I am very concerned, troubled, worried, and shocked at the amount of parking proposed for the project. As an outstanding university supposedly creating a sustainable transit oriented development, UNC is failing to demonstrate the capabilities and imagination necessary for that vision to be a success. Concrete plans should emphasize transit before laying the first brick. Creating a Carolina North culture of auto use that tries to make the switch over to transit later will not work. Is it the University plan to bulldoze the asphalt of parking areas as transit use increases in their scenario? If not, there will never be an incentive to use transit.

  Secondly, it is important to reschedule the approval of the Development Agreement until after the summer. Even the Planning Board did not have an opportunity to review the final version, much less the citizens of Chapel Hill, who will be most affected. For a project of this magnitude, this is hardly asking too much. The new Sustainable Community Visioning Task Force will be presented with Carolina North as a done deal before they start their process. The unseen benefit of the present day economic environment would not make a delay result in any negative outcomes. However, it would give everyone an opportunity to consider the results of years of work before it is cast in stone.

  I appreciate the weight of all decisions regarding Carolina North that is on your shoulders. It truly is an awesome responsibility. Unless all doubts and questions are settled in each of your minds, I would urge you to not be pressured into a vote. Del Snow

- I suggest negotiating for a bicycle/pedestrian access across Estes Drive Extension before occupancy of any building at Carolina North. It seems to me that if access is there people will find a way to make use of it.

  I most certainly do not understand the transportation compromise agreed on Tuesday night, but it strikes me as vague and without real teeth as to what the University is committing to. The problem of transportation going forward in this town is significantly greater than the possibility of a few "failed intersections." Matthew Barton was eloquent on this topic Tuesday night; I was glad he mentioned light rail. I do commend Chancellor Thorpe's proposal to do serious, comprehensive, transportation planning, but I would appreciate much greater detail as to how this would truly translate into the University's taking adequate responsibility for the transportation crisis we are facing.

- Dear Mayor and Council:

  I am writing as an individual member of the Greenways Commission to request that the Council consider adding the words "and greenway" to three sections of the Transportation provisions of the proposed Carolina North Development Agreement. These additions would reinforce the concept that greenways are part of the equation for promoting alternatives to the automobile and reducing vehicle trips to the future campus.

  Using the marked-up version of June 18, 2009, the relevant sections are:

  1) P.21 of the marked-up version, Section 5.8.2: Insert the words "and greenway" after the word bicycle in the second sentence so it would read, "All pedestrian, bicycle, **and greenway** facilities within the Carolina North Project shall be designed and constructed to meet minimum Town standards unless otherwise approved by the Town Manager."

  2) P.23 of the marked-up version, Section 5.8.7 (b): Insert the words "and greenway" after the word bicycle in the third sentence so it would read, "It is the intent of the Parties that parking ratios at the Carolina North Project will be reduced over time as transit, pedestrian, bicycle, **and greenway** alternatives are enhanced."

  3) P.24 of the marked-up version, Section 5.8.9 (a): Insert the words "and greenway" after the word bicycle in the last sentence so it would read, "Each TIA shall consider transit, traffic, bicycle, pedestrian, **and greenway** transportation and shall address the accuracy of the projections and assumptions in previous TIAs for this project."

  I have discussed these potential additions with the current Chair, Glenn Parks, and offer them for your consideration tonight.

  Sincerely,
  Christine S. Berndt
  Member, Greenways Commission

9. Fiscal Impacts

<u>Council-Trustees Work Session, November 18, 2008</u>

Interests Raised by University Participants

- Receiving the Traffic Impact Study and determining the evolution of how people move around Carolina North along with the addressing the fiscal impacts are the two biggest issues that need to be negotiated from the University's perspective. As is the case on the main campus, the University remains committed to transit and anticipates that the ratio of parking per employee will widen as Carolina North evolves.

<u>Council-Trustees Work Session, December 3, 2008</u>

Interests Raised by Citizens

- Concerned that the apparent slippage of the fiscal and transit studies is not reflected in the current schedule.
- Carolina North will benefit Chapel Hill because it will bring jobs to the community.

Council Work Session, January 10, 2009

Interests Raised by Council Members

- Carolina North and the development agreement need to address social, environmental and economic impacts.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Written)

- Fiscal equity – establish mechanism so taxpayers do not bear entire cost burden

Interests Raised by University Participants

- Regarding questions about the impact of the economic downturn and the state budget situation on Carolina North, the new Law School will likely be built entirely with State-appropriated funds when they are available and approved (which is not anticipated in the near future). However, it is still critically important that the University continue to move ahead with the new zoning district and the drafting, discussion and negotiation of a development agreement in order to create the broad context within which the Town and the University can proceed in the future.

Council-Trustees Work Session, February 11, 2009

Interests Raised by Council Members

- Town requires private developers to pay for their own stormwater management and to also pay to the Town's stormwater utility. Payments to the utility specifically mitigate off-site stormwater impacts and are not related to fiscal impact contributions that will be discussed.
- Fire protection is an example of a service that the University benefits from, but does not directly pay for. Although there is a financial contribution from the General Assembly that is utilized by the Town to help cover the cost of fire department expenses, this amount is not linked in any way to the actual level of service needed or provided. For example, if the contribution was linked to the amount of square footage on the main campus, then it could go up or down based on the amount of development being served. We have the chance to specifically link Carolina-North related contributions to stormwater expenses, and this seems like a practical and desirable choice for the Town.

Interests Raised by University Participants

- The University does a very good job of regulating stormwater on the main campus. Requesting a financial contribution feels like a separate fiscal impact issue. Why would this issue be separated from other off-site fiscal impacts?

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Verbal)

- It is very important that citizens understand (for both the traffic and fiscal impact studies) the raw data and the basic key assumptions that went into these studies so as to understand the consultant's thinking. Will this information be a part of the report? If not, will the University consider making it part of the report?

Interests Raised by University Participants

- The fiscal analysis is based on a set of assumptions and data that the consultant gathered to generate a base line for analysis. Assumes levels of service remain the same. The consultant will deliver a customized model that can be used to run alternative scenarios. The University also investigated getting additional licenses for Chapel Hill and Carrboro. Due to costs, the University will be the licensee and will run alternative scenarios as desired/needed.

<u>Public Input/Information Session, March 4, 2009</u>

Interests Raised by Citizens (Written)

- According to the Raleigh News and Observer 3/4/09 "Carolina North Cost to Towns Assessed", Chapel Hill will incur a $12 million loss over 15 years because a new fire station would need to be built in the ninth year of the plan. It also states that "revenue from sales and property taxes would largely offset the costs local government would incur". Recently, Orange County revalued properties at an average 23% increase countywide. Chapel Hill/Carrboro increased 29%. Chapel Hill is already around the second most expensive place to live in N.C. in regards to tax cost to residents. What is being done to help minimize the already onerous property tax burden for Chapel Hill homeowners?

<u>Council-Trustees Work Session, March 11, 2009</u>

Interests Raised by Council Members

- Regarding the fiscal impact presentation/meeting on March 31st, it is important to note that the University is the lead agency. The University selected the consultant and the University paid for the consultant. So, the meeting on March 31st is not a Council meeting, but it is the only opportunity that the Council will have to meet with the consultant and ask questions.
- What is the format of the fiscal impact meeting on March 31st? What is the nature of the room where the meeting will be held?
- The fiscal impact study is a very important component of the development agreement.
- Given the complexity of the model, believes that the Council needs some quality time to sit with the financial consultant and gain clarity regarding how the model is structure and what the key assumptions are behind the model. Does not feel that a meeting and setting with 150 people will provide the opportunity and understanding that the Council needs. Believes that the Council should seek to schedule an additional meeting with TischlerBise.

- Who do we expect to be at the meeting with TischlerBise on March 31st? The Orange County Commissioners and Carrboro Board of Alderman will be in attendance.
- The Chapel Hill Town Council is responsible for approving the development agreement. The Council needs to be able to interact with the fiscal impact consultant and ask questions and get clear answers.
- May have a greater understanding of the model and key assumptions, as well as project impacts following the March 31st presentation. Would like to schedule a meeting with TischlerBise and the Council/Trustees the next morning (April 1st).

Interests Raised by University Participants

- The fiscal impact study has been received and distributed. The report is in two parts. The results are in the main section, and an appendix includes all of the assumptions and input data. The University directed the fiscal impact consultant to analyze two different scenarios which differed in the amount of housing and the timing and pace at which private development occurs. The University also directed the consultant to look at a program of 2.5 million square feet over a 15 year period, although current development agreement discussions are focused on developing a program of 3 million square feet over a 20-year period – a scenario that actually represents a slightly slower rate of growth.
- The fiscal impact consultant (TischlerBise) will be transferring the financial model to the University so that additional scenarios can be run. This transfer has not occurred. When it does, the consultant will also be providing training to University staff.
- The University will host a presentation of the fiscal impact study results at the Institute of Government on March 31st. The consultant will be available to answer questions at this time.

<u>Public Input/Information Session, April 1, 2009</u>

Interests Raised by Citizens

- Given that the University hopes and expects to attract some private development at Carolina North, isn't the historical pace of development irrelevant for planning purposes?
- Questions regarding the assumptions associated with the fiscal impact analysis for Carolina North need to be answered quickly.
- The University has indicated that the fiscal impact consultant will be sharing the computer model with the University and providing training so that different assumptions can be made and alternative fiscal impact scenarios can be run. How quickly will this occur? Seems that it would be to the Town's benefit if this additional analysis could occur sooner rather than later.

Interests Raised by University Participants

- The University will soon be receiving a copy of the fiscal impact analysis model from the consultant. In theory, this model could be run repeatedly with different assumptions generating countless scenarios. In an effort to keep such additional analysis from being overwhelming, the

University is currently discussing how alternative fiscal impact scenarios that would be run on the model might originate. The University's preliminary thinking is that alternative scenarios should be sponsored by at least one of the four governing bodies (University, Chapel Hill, Carrboro or Orange County). Ideally the goal would be to recognize clusters of scenarios that are similar in nature, thereby compressing activity. The University is committed to performing alternative scenarios in an open and accessible manner.

Council Work Session, April 8, 2009

Interests Raised by Council Members

- Although Section 9.3 discusses that the University shall conduct an annual accounting of the fiscal impacts to the Town and shall be responsible for resolution of any substantial negative fiscal impacts to the Town, what about indirect costs that the Town may experience?
- Recommend considering involving an independent third party for annual accounting of fiscal impacts to the Town. Also recommend having a professional firm do the work rather than a group of graduate students.
- What about student cars that do not pay their way? Would like to fold in some way for the University to help the Town levy a fee on some subset of the student population that they could identify as having cars in Chapel Hill. Potentially look at an example in Philadelphia as to how a similar situation with another university was handled?
- How do fiscal impacts relate to Section G.13? Although Section G.9 discusses sharing costs, it does not necessarily address ongoing operational costs. We need to take the next steps to make sure that the costs for services necessarily borne by the University are appropriately reimbursed.
- Need a formula and a guarantee that the funding will be provided, not just an identification of the actual deficit.
- G.9.3 – Further discussion is needed regarding some consideration of cost sharing of operating expenses for Town services (e.g. fire protection).
- G.9.3 – Further discussion and exploration of a student car fee.

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- Will private development at Carolina North be subject to taxes?

Interests Raised by University Participants

- Any building (the actual improvements on the land) built by the private sector at Carolina North would be taxable; however, the land underneath the building would continue to be owned by Carolina North and would not be taxable.

Council-Trustees Work Session, April 22, 2009

Interests Raised by Council Members

- Language regarding fiscal impact and the University's ability to negotiate its way along on an annual basis seems vague. Have a fiscal impact analysis now that shows a projected loss that is largely due to a fire station. How does the University suddenly come up with $3 million when it is time to build the new fire station?
- Fire protection is currently a responsibility of the State of North Carolina, not the University. How does this play out? Similarly, Chapel Hill Transit gets a lot of its money from the State and Federal Government. As we do these plans, we need to maximize opportunities to obtain Federal and State money. The University should not be expected to pay for things that the State and the Federal government will pay for.
- What if the Town decides that it is experiencing more and/or additional incidental costs that were not projected or anticipated?
- The form and timing of payments is almost as important as the amount of money. Grant money and Federal funding often follow after the need has been created, rather than before. Clearly the Town cannot pay employees with an indirect benefit. Both the Town and the University seem to be in general agreement, however this topic merits additional attention to detail at the next meeting.

Interests Raised by University Participants

- The University does not have the ability to suddenly write a big check; need to be on an easy pay plan. What the University can do is set aside a certain amount of money with each building that can be provided to the Town in a "pay as you go" manner. If Carolina North is going to trigger the need for a new fire station, then need to pay a certain amount as they build each building rather than being expected to make a single, large payment. This approach would have the advantage of providing certainty to the Town that funds will be in place at such time when the need for the improvement is actually triggered. Need additional conversation between the Town and University staff to decide what is the most appropriate approach.

Interests Raised by Citizens

- Regarding Standard G.9.3, which addresses a substantial review of fiscal impact, we need to better define the term "substantial."
- Continue to talk about the fire station as a major impact, and acknowledge that some improvements may be tied to major grants. But, what if we decide later that we would like to build something major like a pedestrian bridge over Martin Luther King Jr. Boulevard and grant funding cannot be indentified?
- What specific projects and/or fiscal outlays are coming from this project that affect the greater community? Bus stops, sidewalks, better water quality in Bolin Creek? What is that punch list? Would be nice if this list could be put on the Town's web site. We have identified a lot of the negatives, would be nice to also identify the development's positive attributes.

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- There are several roads in adjacent neighborhoods that will be impacted by Carolina North, many of which will need traffic-calming and other mitigation measures. Given that in the majority of these cases these are Town roads, how do we factor in the fiscal impact of these future traffic-calming activities that will be needed due to the impact of Carolina North? How do we document that these improvements are being required due to Carolina North traffic? There is language regarding cost-sharing; will this language be sufficient to obtain funds to cover these expenses? If they are not Town roads, how will we work with NCDOT to pursue any Town-requested traffic-calming efforts?

Interests Raised by Citizens & Advisory Board Members

- The resources and manpower necessary to enforce laws at the neighborhood level should be reflected in fiscal planning for Carolina North.

Council-Trustees Work Session, May 21, 2009

Interests Raised by Council Members

- Section G.9.4 discusses any buildings or improvements at Carolina North that are privately owned, and states that they shall be subject to ad valorem taxation per North Carolina General Statutes. What if a building is privately owned by a non-profit business? Concerned about the difference that can exist between the owner and the activity that occurs inside the building. If there is unrelated business activity that would not normally fall within the mission of the owner, then would this qualify this building to be subject to taxes.
- What is the University's intention regarding uses being subject to sales tax? For example, if there is a restaurant on the ground floor of a building, are transactions subject to sales tax?
- What about personal property that is located in buildings that are privately owned? For example, what if a business owns and has an electron microscope in a privately owned building. Is the microscope subject to taxation?
- In Section G.9.3, what is meant by the term "substantial" for negative fiscal impacts for the Town? Also, if the University is conducting an annual accounting of the fiscal impacts of Carolina North and it is discovered that there are significant negative fiscal impacts for the Town, where is the process by which the Town can come back to the University outside of the annual fiscal impact report and identify that there are additional costs the Town is incurring outside of the report? In other words, where is the process by which the Town can identify negative fiscal impacts and withhold approval of Site Development Permits until the situation is addressed?
- Perhaps the first step in the fiscal impact accounting methodology could be to ask the Town regarding perceived negative fiscal impacts first, before conducting annual analysis?

- Using the explanation of the term substantial on page 5 of the LUMO text amendment as a model, should be able to come up with parameters that work in the context of the annual accounting of fiscal impacts.
- Regarding the purchase of new transit buses and the way funding actually flows (matching funds and the Town's ability to get Federal funds, etc.), we should ask the joint staffs to contemplate how the Town and the University can best work together in this regard. Needs to be categorized carefully.

Interests Raised by University Participants

- The license for the fiscal analysis model has been issued to the University, and the actual software should arrive within the next couple of days. An orientation schedule was provided on that model, and was attended by representatives from Chapel Hill and Carrboro. Major impacts are largely driven by fire protection and any transportation-related improvements, especially with transit.
- If a bus serves a dedicated University-only route, then the University would pay for the new bus. If the bus serves a shared route, then assume that additional buses would be paid for in the same manner as new share route buses are paid for today.

Interests Raised by Citizens

- Will the Town incur additional expenses (maintenance, etc.) for the areas being protected by the conservation easement?

<u>Council Meeting/Work Session, June 8, 2009</u>

Interests Raised by Council Members

- What makes this approach seem like a good model is that, like Chapel Hill Transit, money can come for bikeways and greenways from the MPO. If the University is not connected in as part of this effort with Chapel Hill Transit then it is harder for the University to understand basic issues such as what more money do we need and where might it come from. Should pursue some sort of mechanism whereby both parties can then advocate specifically for funding for bicycle and pedestrian improvements.
- What is the relationship of the charts in the TIA Addendum (that discuss the need for additional buses as the constrained parking ratio increases) to the fiscal equity side of the agreement?
- Is it less expensive to build surface parking at Carolina North than it is to operate Chapel Hill Transit routes?
- What if there is so much activity that is generated through the citizen participation aspect of the review process that we need another person on the Planning Department staff? Is that factored into the next iteration of the fiscal impact study?
- Believe that if additional Town staff activity is created by Carolina-North related work, then this should be measured and subsequently incorporated into the fiscal impacts of the project.

- Section 5.9.3 still reads that "The University shall conduct an annual accounting of the operational and capital fiscal impacts to the Town…" Thought that the Council had agreed that this would be handled in the same manner as Traffic Impact Analyses, and that the Town would pick the consultant who would be performing that annual accounting.
- Regarding Section 5.9.3, what are "substantial negative fiscal impacts to the Town?"

Public Input/Information Session, June 11, 2009

Interests Raised by Citizens

- Regarding the fiscal impact study that was submitted and has evidently been accepted by the Town, is this part of the legal framework for the agreement?
- Regarding the fiscal impact of Carolina North, when you are in the cost-sharing portion of the agreement, where the Town and the University are determining what portion of the costs (like transit costs for example) are to be borne by the University, is it the Traffic Impact Analysis numbers that will determine that percentage? And, if you are running new fiscal analysis each year, how will that synch with the traffic impact analysis numbers?
- The University and Town resources are very disparate. When there is talk about oversight, concerned about what resources are available for the oversight. The University should be providing a significant contribution.
- Concerned about scenarios where the University ends up providing its contribution after the fact.
- Regarding the short range fiscal plans discussed in Section 5.9.3, does the Section 4.17 on Mediation apply to working out any disagreements that may surface? Also, is there anything in Section 5.9.3 that would require the University to start saving up an escrow account for large capital expenses like the fire station? Would like to be convinced that the mechanisms exist to keep any major disagreements out of the courts.
- So the current Development Agreement gives the Town the opportunity to analyze and ask for additional contributions in the future on an annual basis?
- Is the University required to pay for each of the Traffic Impact Analysis updates?

Council Public Hearing, June 15, 2009

Interests Raised by Council Members

- Does the proposed Short Range Fiscal Plan come to the Council for review and for public input? Or is that a decision solely by the Town Manager and the staff at the University?
- The Town needs to develop procedures as to how it is going to handle authorizations to the Town Manager regarding how to do some of the things (e.g. Short Range Fiscal Plan) that are included in the Development Agreement. Believe that determining these procedures and deciding when the Manager is supposed to take action or not take action is the Council's responsibility. Do not believe that how these things occur needs to be itemized in the

Development Agreement, as this is the Council's job. Assuming that the Town moves forward with the Development Agreement, seems that the Town needs to develop a skeletal outline in the coming months that puts in place the outline of what the structure and processes are going to be. Would assume that this would somewhat be along the lines of the Town's existing process, involving advisory board and public input.

Interests Raised by Citizens

- Like the idea of the Short Range Fiscal Analysis, but need to take the time to fully flush out this concept. Have yet to hear that the Council agrees to the findings identified in the University's Fiscal Analysis study. Feels a bit like a case of garbage in, garbage out. Need to validate assumptions, yet have never heard any feedback as to whether the assumed growth rate is realistic or not. Also, there is no indication as to how public input will occur.
- Section 5.9.3(c) discusses that the Town Manager may suspend approval of all individual site permits. The problem is that this action would not occur until after a problem has already been caused.
- The Development Agreement makes no mention of building reserves to handle large infrastructure costs and there is nothing addressing the cost to the Town of borrowing money for improvements. Hopefully the University's reimbursement for such expenses will include both the cost and the associated interest from the loan.

<u>E-mails Received</u>

- I don't understand the specifics enough to be able to comment in detail, but the issue of the fiscal balance sheet, relating to what Carolina North will cost the town, is of utmost importance. The transportation issue is a subset of this problem, but there seem to be many questions raised about this across the board. Is there some kind of self-correcting mechanism that can be put in place to respond to what services are requested of the Town for Carolina North, and the University's responsibilities towards the Town's solvency?

10. Energy Conservation and Carbon Credits

<u>Chapel Hill Town Council Meeting, October 15, 2008</u>

Interests Raised by Citizens

- What is the anticipated impact of the development and increased traffic on air quality in surrounding communities?

<u>Council-Trustees Work Session, October 22, 2008</u>

Interests Raised by Council Members

- What is the schedule for the installation of utilities (i.e. methane gas duct) from the Duke Power site to the Innovation Center and the Giles Horney complex? Would be desirable for this process and the Development Agreement to be approved before such utility components are actually installed in the ground.
- Concern regarding the potential impacts on public health associated with the University's use of the Duke Power site at the corner of Homestead Road and Martin Luther King Jr. Boulevard.

Council-Trustees Work Session, November 18, 2008

Interests Raised by Council Members

- Carbon Reduction standards (CRED) seem to have morphed into carbon credits, but need to remain as an independent measuring tool to confirm that we are on the right track.

Interests Raised by Citizens

- Incorporate environmental standards beyond the current Land Use Management Ordinance standards in the Development Agreement.

Council-Trustees Work Session, December 3, 2008

Interests Raised by Council Members

- Believe that a well-designed Development Agreement would include provisions that would be able to capture and incorporate energy innovations, improved approaches, and future standards that evolve.
- Be creative and find ways to attach to the time line various standards that would likely become more rigorous over time.

Interests Raised by University Participants

- Receptive to being energy efficient and believe that the University has set a strong precedent in this regard, but cannot agree to requirements that price the University out of being able to develop and thus prevent the University from being able to fulfill its mission.

Interests Raised by Citizens

- Concerned that citizen comments regarding the possibility of applying provisions above and beyond those found in the Town's Land Use Management Ordinance have note made it into the written materials. If we do not take a more active approach, then this opportunity may fall by the wayside.

Council Work Session, January 10, 2009

Interests Raised by Council Members

- What is a realistic energy efficiency goal for Carolina North housing?
- How will Carolina North receive power?
- Will the Town be able to review the use of the Duke Energy site and landfill gases in order to contemplate health issues, air quality and the overall cumulative impact on the community?
- What is the location of the transmission line associated with the use of the Duke Energy site?
- The fuel used to generate energy for Carolina North needs to be a clean fuel; need to specify this in the development agreement.
- What will the energy generation facilities on the Carolina North campus look like? Sound like? Are there emissions that need to be monitored?
- Will the University's existing Cogeneration Facility on Cameron Avenue play a role in supporting Carolina North?
- How can the Town measure and mitigate air quality? Need to look for ways to link air quality to carbon reductions. Should pursue a commitment from the University to meet carbon reduction requirements as part of the development agreement.

<u>Council-Trustees Work Session, January 14, 2009</u>

Interests Raised by Council Members

- How do we maximize the value of these homes and achieve long term energy efficiency and affordability for these homes? Need to address these goals in a way that will outlast the standards that the Town currently follows.

Interests Raised by Citizens

- Need to make sure that the standards regarding energy efficiency and generous use of renewable energy systems, mass transit, and clean energy creation be incorporated into the development agreement to ensure that CRED standards are met.
- Need to take the time to incorporate clear and concise standards regarding energy efficiency and CRED standards. These important dimensions of the development plan need and deserve additional attention to make sure that appropriate standards are included in order to achieve the desired objectives.
- Opportunity to develop a sustainable vegetable garden at Carolina North in close proximity to the new homeless shelter. Would be a good opportunity to advance studies for sustainability, environmental studies, and carbon reduction.
- The language being used in the development agreement should be "evergreen." In other words, whereas we may talk about ASHRAE standards and setting a 50% standard today, need to recognize that this approach may seem very parochial 5 years from now. The development agreement needs to be flexible and able to adapt to future standards.

- Has been no public discussion regarding how this campus will be supplied with energy. Nothing should go forward until various options have been put forth and discussed. The source(s) of energy and how the buildings are built need to be an active part of the dialogue and the development agreement discussions between the Town and the University.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- The University previously agreed to pursue carbon reduction on the main campus as part of the last Cogeneration Plant approval. Given the prevalence of old buildings on the main campus, this is going to be difficult. Carolina North needs to take this goal into account from the very beginning.
- In order to make buildings at Carolina North as energy efficient as possible, need to make buildings solar-ready. Also want to aim for buildings that are carbon-neutral in nature. If this is going to be achieved, need buildings to be in an east-west or a north-south axis.
- Hope that future land use and energy decisions will take advantage of opportunities for synergy and make better use of waste heat from energy generation (such as landfill gas to electricity).
- Building orientation and the use of glass need to be considered as part of pursuing an energy-efficient design and outcome.

Interests Raised by Citizens (Written)

- Use of locally sourced timber from Carolina North
- Let's make Carolina North an international destination for scholars, business people, and policy makers on how a town and university achieved at least its 60% carbon reduction commitment and better yet the IPCC goal of 80% ghg reduction by 2050. This also happens to be President Obama and Governor Perdue's ghg reduction goal.
- Adopt and use the AIA 2030 challenges to set the design standards for all construction and the energy infrastructure at Carolina North.
- Use non-carbon emitting people movers on campus to reduce automotive traffic
- Technology is adored by many Chapel Hill residents so many must realize that great changes will happen repeatedly in cars, fuels, water reclamation, etc; unpredictable!
- World population is rapidly growing. Chapel Hill will have its share of new population; we must expect this in a realistic way.
- Should be model environmental center – environmental magnet – no child left inside!
- Use high quality materials that won't need frequent replacement

- Support suggestion to make it a requirement to AIA 2030 standards
- What is the carbon footprint (a) for this development phase (50 years), and (b) for the whole project when completed?
- If southern Orange County were to conform to Kyoto agreement, how many carbon credits would need to be acquired?
- How is diminishing supply of petroleum taken into consideration?
- What assumptions are being made about environment (petroleum, gas, water) in which Carolina North is being developed?

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Verbal)

- During the past several months, the public statement has been made that if Carolina North develops a centralized power plant, it will not be a coal-firing plant. Have recently downloaded the draft development agreement and note that it does not seem to include anything regarding the primary energy infrastructure and utilities for Carolina North, and believes that there should be a section that addresses this topic.
- Concerned about the relationship between building design and the potential availability of a sustainable centralized power source. Shorter buildings with larger roofs for solar energy purposes are better if you do not have a sustainable centralized power source, whereas taller buildings with smaller roofs are suitable if you do have such a central power source. So, design standards are directly related to the type of energy source to be utilized.
- If the decision is made to build a central energy plant for Carolina North, it should be fueled by renewable energy fuels.
- Development in Chapel Hill is guided by the Comprehensive Plan. A number of years ago, it was decided this document had kind of aged a little bit and it was time for a rework. So, the guiding principles in the Comprehensive Plan are showing their age, and some issues like energy are being left behind.
- Encourage the use of bio-diesels for buses between Carolina North and the main campus.

Public Input/Information Session, March 4, 2009

Interests Raised by Citizens (Verbal)

- What is the magnitude of the carbon emissions for the University cogeneration facility for the main campus?
- What are some of the alternative fuel strategies that the University is considering?
- Has UNC considered looking at a total energy budget for Carolina North?
- What kind of metrics are you discussing in terms of per capita or per square foot usage? Is there a limit at which you would cap energy usage?

- What is the energy conservation plan five years out? How does the University plan to evolve its strategy?
- Need to make sure that the University's evergreen plan can be monitored and achieved, and that other technologies in the future can be incorporated into the development agreement. Do not want the development agreement to be an obstacle that blocks our ability to utilize technology that comes along in the future. Need to include language in the development agreement to ensure compliance and maximize desired flexibility.
- Has a power source/power plant been designed?
- Will the University buy electricity from Duke Power?
- The development agreement states that the energy efficiency standards for Carolina North will meet the State's energy requirements. However, at this point, the State requirements do not include a goal stated in the University's climate action plan. Accordingly, the development agreement needs to state that the energy standards for Carolina North will exceed the State's requirements.
- A lot of people believe that solar energy applications are currently too expensive. There are companies that will install solar systems and establish a contract to sell the energy to the user. They use tax rebates to make their business model work. The University could take advantage of these tax rebates and basically install solar on the first building without incurring additional capital costs. For that matter, the University could even design the building's roofs to be able to support solar collectors, and the additional cost of the roof would also be eligible for solar tax credits. Thus, there is a way for the University and even the Town to lower their up-front costs and utilize solar energy in order to lower their energy consumption and costs.
- As we are waiting on new technologies, we need to keep in mind that the amount of solar energy coming from the sun is not going to change.

Interests Raised by Citizens (Written)

- Energy efficiency requirements exceed stats as per Town
- Business models - renewable energy
- Build an electric generation plant & use a combination of wood, gas, other biogas, & solid waste
- Both partnerships - they own the system (government/UNC) guaranteed customer
- Get local/regional wood (improve forest health as a result of cutting-see NCSU wood energy study)

<u>Council-Trustees Work Session, March 11, 2009</u>

Interests Raised by Council Members

- Are carbon emissions associated with the University's construction activities included with the University's research and analysis?

Interests Raised by Citizens

- A group of citizens has been meeting with University people discussing issues related to energy efficiency and carbon reduction. Would like to thank the University for the wonderful work that the University has been doing in the area of energy efficiency and working hard to reduce the carbon footprint of the University. Commends the University for signing on to the American College and University Presidents Climate Commitment (ACUPCC). This is a remarkable goal that the University has set out to achieve. Trying to achieve a zero carbon footprint by 2050 is quite remarkable. Since the University's commitment to ACUPCC is so important, recommends that the ACUPCC pledge be added to the development agreement itself as Exhibit I.
- In Section 4.10, recommends some additional language: "the terms of this agreement shall be reviewed by the Town and the University and its successors every three years and may be amended by mutual consent and so forth." Also, amend the last sentence to read "any amendment that affects the American College and University Presidents Climate Commitment (ACUPCC) shall be a major amendment."
- In Section 4.12 (Annual Report), suggest some additional language…"that the report shall set forth all building permits issued" and inserting new language "pre-construction building design energy consumption models, post-construction building and commissioning reports" and so forth.
- In the exhibits incorporated by reference, suggest that the last Exhibit I, be the American College and University Presidents Climate Commitment (ACUPCC) as signed by the University.
- In section 9, which is titled Energy Conversation and Credits, recommend some alternative language that would be consistent with the University's commitment (actual language submitted by written document).
- Incorporate the AIA 2030 guidelines in the development agreement.
- Suggest additional language under Technical Information to support the policy decisions (submitted by written document).
- Be sure to include language: "building energy performance models pre-construction, building commissioning reports post-construction shall be submitted to the Planning Department for all new construction and shall be included in the bi-annual report. Specifications for each building will demonstrate how each addresses the issue of climate, energy and stormwater, and so forth in the individual design."
- In accordance with the ACUPCC commitment, each building shall be designed to meet the minimum of LEED Silver.
- Note that the ACUPCC action plan should provide all of the metrics by which to measure how all of the University's construction meets its goals.
- When and how will a specific line-by-line agreement come to fruition, and how can an active and involved citizen's group be involved in that process? Is there a chance that the recommended carbon neutrality information will be included in the next draft? How can citizens be involved in discussions between the Town staff and the University staff?

- Regarding specialized issues such as the energy issues that the public has raised, who makes decisions regarding these issues? Is a specialized group involved or is it just the general staff?

Public Input/Information Session, April 1, 2009

Interests Raised by Citizens

- Regarding the goal of reaching carbon neutrality by 2050, have the consultants had the opportunity to address site planning issues that would be relevant to energy usage (solar access, orientation of buildings, landscaping approaches, etc.).

Interests Raised by University Participants

- Regarding carbon neutrality, the University is trying to move towards solutions that are clustered in nature. In other words, rather than trying to make each and every building carbon neutral, the University will try to achieve this performance goal over clusters of buildings at Carolina North.

Council Work Session, April 8, 2009

Interests Raised by Council Members

- The conditions in the draft development agreement do not appear to be seeking the Town's typical requirement that development be 20% below minimum ASHRAE standards. Would like to understand how this is being addressed.
- Regarding Section G.10.4, what are practical and feasible alternatives to coal for power generation using current technology and practices?
- Concerned about potential health effects from a cogeneration plant. Would like to better understand potential impacts, and any trade-offs that might be involved between having a power supply source in an urban area as associated with bringing in power off of the existing grid.
- G.10.4- What are the carbon neutral fuel sources being considered for power generation?
- G.10.4 – What are the impacts/tradeoffs of power generation on site versus that of traditional grid-based power?
- G.10.4 – How is energy reduction relative to ASHRAE 90.1 addressed? Does the ACUPCC account for this in some way?

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- Regarding the central cogeneration plant that is mentioned in section G.10.4, what are the factors that would influence whether or not this facility is built? If it is built, what is it likely to be like? What type of fuel is likely to be utilized?

- Why has LEED Silver been selected as the leading criteria for energy efficiency purposes, as opposed to citing ASHRAE standards?

Council-Trustees Work Session, April 22, 2009

Interests Raised by Council Members

- What level of review is currently proposed for any cogeneration facility at Carolina North?
- Is there a way to require the cogeneration facility to obtain a Special Use Permit prior to construction?
- Would like for the University to agree to achieve the same energy efficiency standards that were agreed to as part of the Innovation Center (25% better than 2007 minimum ASHRAE standards).

Interests Raised by University Participants

- The University is comfortable with the cogeneration facility being subject to a Special Use Permit.

Interests Raised by Citizens

- Concern regarding the proposed cogeneration plant at Carolina North. It will be the most unpredictable physical facility at Carolina North, and its stakes will be high – both environmentally and financially. Based on the previous experiences with the cogeneration plant for the main campus (coal dust, silo fires, etc.), this type of land use is problematic and needs to be properly regulated. Since the Town will regulate land uses at Carolina North, recommend that any power plant/cogeneration facility or similar industrial use at Carolina North require a stand-alone Special Use Permit so that it can be better regulated by the Town and employees and nearby residents can be properly protected.
- With option C, would like to see how the carbon reduction program is affected by it, and how stormwater and water management goals are met.
- Regarding energy, LEEDS is not the same as ASHRAE standards. Silver LEEDS can be met with external trade-offs that do not have anything to do with energy efficiency. But key question is how do we apply the best thinking at the time to Carolina North? For example, let's suppose that 5 years from now, LEEDS and/or ASHRAE standards are no longer the best standards? How in the context of this development agreement do we modify the standards so that we remain state-of-the-art in the future for noise, light, water management, etc.? There needs to be something in the agreement that addresses how we incorporate newer and better standards into the agreement over time.

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- Regarding information that has been shared regarding the relationship between greenhouse gas emissions and how it changes with the number of parking spaces at Carolina North, how do these potential changes compare with the Town's commitment to reducing our greenhouse gas emissions? We need to find some places where we can attack this problem rather than just standing even with the rest of the world. We need to take every opportunity to move closer to those carbon reduction pledges and take advantage of mitigation measures that will help us move closer to these goals.

Interests Raised by Citizens & Advisory Board Members

- Regarding the environmental impact, and the idea of a 6 percent reduction in greenhouse gas emissions – there is a difference between the mitigation and the no-mitigation scenarios. The no-build scenario includes increased carbon gas emissions of 30 percent. That's the figure we should focus on.

Council-Trustees Work Session, May 21, 2009

Interests Raised by Council Members

- Page 3 of the proposed LUMO text amendment (May 19th version) includes a statement that a large central cogeneration/utility plant may only be constructed with the approval of a conditional use permit by the Council. Then, on page 4, uses are discussed that are subject to a special use permit. Is there a difference between a conditional use permit and a special use permit, or is this difference just an accident? If there is a difference, would like to know what the difference is.

Public Input/Information Session, June 11, 2009

Interests Raised by Citizens

- In terms of the chiller plant that could be built in the first 800,000 SF, it is not going to be tied to a specific project, and thus what control does the Town have over this facility?

E-mails Received

- **General Stipulations for the Development of the Carolina North Campus**

Proposed by:
Joyce Brown, Tom Henkel, Pete MacDowell, Tim Toben

Introduction. The Chapel Hill Town Council is on record as endorsing the American Institute of Architects (AIA) 2030 Challenge to insure that all new building construction within Chapel Hill meets increasing levels of energy efficiency and the use of renewable energy so as to reduce carbon emissions in order to reduce operating costs and to mitigate climate change. The University of North Carolina at Chapel Hill is preparing a Climate Change Action Plan that will result in zero carbon emissions from campus buildings by 2050, and this Plan will be announced

in September, 2009. Therefore, as the Town and the University negotiate a Carolina North Development Agreement, that will set the construction standards for this new campus for at least the next 20 years, we feel that it is important that this Agreement include the AIA 2030 Challenge guidelines to insure that new building construction is in accordance with the Climate Change Action Plan and with the intentions of the Town Council.

We suggest that the following stipulations be included in the Draft Carolina North Development Agreement:

1. Energy Management of Buildings: Minimum construction standards require that all buildings shall be constructed and equipped so that they increasingly consume less fossil fuel energy than existing similar UNC-CH structures in 2009 according to the following time schedule, so that after 2030, new buildings consume only site-generated and/or purchased renewable energy:

Years	% reduction in non-renewable energy
2010 – 2015	60%
2015 – 2020	70%
2020 – 2025	80%
2025 – 2030	90%
2030+	100%

In order to meet these standards, all buildings shall be sited in order to maximize the solar energy and other renewable energy that can be collected and utilized by building-integrated energy systems. Furthermore, if a new building can meet the above schedule of reduction in non-renewable energy without incorporating a solar energy or other renewable energy system, then it shall be constructed in such a way so as to be solar-ready, so that a solar energy system can be added at a future date without major modifications to the building structure.

2. Central Co-Generation Power Plant: If a central co-generation power plant is constructed on the campus to supply electric power and heat to the buildings, then it shall be energized by a renewable energy fuel that is carbon neutral.

3. Transportation: The use of fossil fueled vehicles on the campus shall be regulated so that the vehicles increasingly consume less fossil fuel energy than average 2009 vehicles according to the time schedule shown above, so that by 2030, all vehicles used on the campus only consume renewable energy fuels. Park and ride lots shall be constructed at entry points to the site where residents, employees, and visitors can park non-compliant vehicles. Non-fossil fueled vehicles or other people-movers will be used to transport people and materials around the campus by no later than 2020.

4. UNC-CH 2050 Commitment: UNC-CH shall maintain and update annually its carbon and other greenhouse gas emissions inventory, and adhere to its commitment to reduce total greenhouse gas emissions to zero by the year 2050. Any increase in emissions due to construction of new buildings, emissions generated by fossil fuels consumed by those buildings, or increased vehicle emissions resulting from transportation to and from those buildings will be offset by energy efficiency and renewable energy generation. The annual plan will show how offsets and greenhouse gas emissions reduction goals will be met if fossil fuels are consumed for power generation or transportation.

- Interim and Future Co-Gen Plants: As Mary Jane Nirdlinger presented earlier today, UNC has not yet determined what technology to use to generate energy for CN's buildings, other than to reject coal as a feedstock and to intend to purchase no electricity from Duke Energy. It is wonderful that energy generation at CN will be done in a clean and efficient manner in a state-of-the-art facility. As a consequence however, the plant will form a science project with unanticipated design and start-up problems. Please recall the problems that followed the early 1990's major redesign and build of the Cameron Avenue co-gen plant: a coal silo fire and consequent silo redesign, air pollution related to coal car unloading with a redesign of that facility, and very noisy venting of excess steam that continues today.

  Since Chapel Hill will regulate land use at CN, I suggest that the town require a stand-alone Special Use Permit for its power plant and for any other industrial uses, in addition to the town-UNC development agreement. The SUP will allow the town to better regulate the use and to protect the employees and residents of Carolina North and the surrounding neighborhoods.

- **Additional Stipulations for the Development of the Carolina North Campus**

Proposed Revisions to the Draft Carolina North Development Agreement
from
Chapel Hill Citizens for Sustainable Growth
Joyce Brown, Tom Henkel, Pete MacDowell, Tim Toben
March 11, 2009

1. Add to Table of Contents: EXHIBIT I: American College and University Presidents Climate Commitment (ACUPCC) signed by the University

4.10. Amendment. The terms of this Agreement SHALL BE REVIEWED BY THE TOWN AND THE UNIVERSITY AND ITS SUCCESSORS EVERY THREE YEARS, AND IT may be amended by the mutual consent of the parties hereto or their successors in interest. A major amendment of the terms of this Agreement shall follow the same procedures as required for the initial approval of this Agreement, as are set forth in Section 3.5.5 of the LUMO. A minor modification pursuant to Section 3.5.5 of the LUMO shall not be considered to be an amendment to this Agreement. All minor modifications approved by the Town shall be memorialized by letter from the Town Manager and acknowledged by the University and shall be maintained on file by the Town Clerk and University Secretary. ANY AMENDMENT THAT IMPACTS THE AMERICAN COLLEGE AND UNIVERSITY PRESIDENTS CLIMATE COMMITMENT (ACUPCC) SHALL BE A MAJOR AMENDMENT.

4.12. Annual Report. The University shall, within thirty (30) days after each anniversary of the Effective Date, commencing with the first anniversary after the Effective Date, submit a written report to the Town Manager on the development undertaken pursuant to this Agreement in the previous year. The report shall set forth all building permits issued, PRE-CONSTRUCTION BUILDING DESIGN ENERGY CONSUMPTION MODELS, POST-CONSTRUCTION BUILDING COMMISSIONING REPORTS, infrastructure installed, the status of participation by the University in the provision of or financing of public infrastructure for this Project, dedications and acquisitions of infrastructure by the University, and the projected schedule for development of the Project in the forthcoming year. This report

shall also include a report demonstrating good faith compliance by the University with the terms of this Agreement. Upon receipt of the report, the Town Manager shall undertake the Periodic Review as set forth in Section 4.13 of this Agreement.

EXHIBITS INCORPORATED BY REFERENCE

EXHIBIT A. Map and Description of Entire Horace Williams Tract, Including depiction of the Portion of Horace Williams Tract within the Town of Chapel Hill Planning and Development Regulation Jurisdiction

EXHIBIT B. Map and Description of the Portion of the Horace Williams Tract with the Long-Range Plan of Development for Carolina North

EXHIBIT C. Map and Description of the Portion of the Carolina North Project Addressed by this Development Agreement

EXHIBIT D. Long-range Plan for Carolina North

EXHIBIT E. Design Guidelines for Carolina North

EXHIBIT F. Plan for the Portion of Carolina North Subject to this Development Agreement

EXHIBIT G. Specific Standards and Mitigation Measures for the Portion of the Carolina North Development Subject to this Development Agreement

EXHIBIT H. Local Development Approvals and Permits Required for the Carolina North Development Subject to this Development Agreement

EXHIBIT I. AMERICAN COLLEGE AND UNIVERSITY PRESIDENTS

CLIMATE COMMITMENT (ACUPCC) SIGNED BY THE UNIVERSITY

Section 9: page 23 “Energy Conservation and Carbon Credits.”

1. Delete existing #1 (superseded by new #3 and addressed in the alternate item #1 below), delete existing #4 and #5 (superseded by new #3 and #6 below).
2. New item #1: The University is committed to meeting the standards in the American College and University Presidents Climate Commitment (ACUPCC). This document is attached and incorporated in this Agreement as Exhibit I. It supersedes the earlier CRED goals and exceeds the state required energy efficiency standards. (Original #2 stays the same.)
3. Through the ACUPCC, the University has committed to carbon neutrality by the year 2050. The University is preparing a Climate Change Action Plan that will result in zero carbon emissions from campus buildings by 2050, and this plan will be announced by September, 2009. In order to achieve net zero emissions campus-wide, Carolina North shall eventually need to exceed carbon neutrality by generating more energy from renewable resources than it consumes.
4. Minimum construction standards will require that all University buildings shall be constructed and equipped so that they increasingly consume less fossil fuel energy than existing similar UNC-CH buildings, according to the following schedule:

Year	% Reduction in Non-Renewable Energy
2010-2015	60%
2015-2020	70%
2020-2025	80%
2025-2030	90%
2030-2050	100%

In order to meet these standards, all buildings shall be sited in order to maximize the solar energy and other renewable energy that can be collected and utilized by building-integrated energy systems. Furthermore, if a new building can meet the above schedule of reduction in non-renewable energy without incorporating a solar energy or other renewable energy system, then it shall be constructed in such a way so as to be solar-ready, so that a solar energy system can be added at a future date without major modifications to the building structure.

5. Central Co-Generation Power Plant: If a central cogeneration plant is constructed on campus to supply electric power and heat to buildings, it shall be energized by a renewable energy fuel that is carbon neutral.

6. The University shall maintain and update its carbon and other greenhouse gas emissions inventory (http://acupcc.aashe.org/ghgreport.php?id=372), and submit a report every two years (Biannual Report) to the Council that confirms a trajectory of emissions consistent with adhering to its commitment to reduce greenhouse gas emissions to zero by the year 2050. Any increase in emissions due to the construction of new buildings, emissions generated by fossil fuels consumed by those buildings, or increased vehicle emissions resulting from transportation to and from those buildings, will be offset by energy efficiency and renewable energy generation (or as a last resort by purchasing NC-based renewable energy certificates RECs). The Biannual Report will account for total greenhouse gas emissions and total offsets.

Technical Information to Support policy Decisions:

1. Building energy performance models (pre-construction) and building commissioning reports (post-construction) will be submitted to the Town Planning Department for all new construction and shall be included in the Biannual Report.

2. Specifications for each building will demonstrate how each addresses the issues of energy/climate/stormwater, etc. in the individual design.

3. Consistent with the ACUPCC Commitment, each building will be designed to meet the minimum USGBC LEED Silver criteria.

4. Delete bullets 2,3 as they are superseded by the above.

5. Private developers shall be required to meet these same minimum criteria, if 50% or greater use of the building is for University purposes. The hospital will be exempt from these standards, although they will be encouraged to establish similar minimums.

Metrics:

1. ACUPCC Action Plan provides the metrics by which to measure how the Carolina North construction progress meets its goals.
2. GHG Reduction Strategies and progress shall be published for the Council in the Biannual Report.

- Suggested Editorial Change to LUMO Text Language

  In my remarks yesterday at the joint meeting between the Council and UNC Trustees [April 22, 2009], I forgot to mention one minor change to the LUMO text. On page 4 under (f) (3), the text language has "Solar power collection arrays".

  I suggest that you replace "power" with the word "energy", so that this phrase reads "Solar energy collection arrays". "Solar power" is generally used to mean solar electricity generating systems, so it does not include solar thermal energy systems. "Solar energy" has a broader meaning that includes both solar electricity generation and solar thermal systems like solar hot water and solar absorption HVAC. Both categories of solar energy will be considered for the new construction.

  Thanks for the great work all of you have done on the Carolina North Agreement, and thanks for considering this minor editorial change!

- Chapel Hill is considering a change of a magnitude unprecedented in the history of the town. Furthermore, planning is in an environment of unprecedented change. These reasons make prudent extraordinary caution, a willingness to take each step free of assumptions about going ahead. Here are a couple of the questions I believe need to be considered or revisited:

  1. What is the estimated carbon foot print of Carolina North through its construction phases? During its maintenance? Is this within our share of green house gas emissions that will be climate neutral?

  2. Will Carolina North be dependent on non-renewable sources of energy? Will it use strip mined coal with coal's toxic pollutants?

  The uncertainties of the next 15 to 20 years mandates caution, setting aside assumptions about the near future being like the past. We should not repeat the mistakes that led to the two monsters now under construction. Since we are still in the planning stage, it is not too late.

11. Water Use, Reuse, and Reclamation

Chapel Hill Town Council Meeting, October 15, 2008

Interests Raised by Citizens

- Will we have sufficient water if Carolina North is built and a drought occurs?

Council-Trustees Work Session, November 18, 2008

Interests Raised by Citizens

- Incorporate environmental standards beyond the current Land Use Management Ordinance standards in the Development Agreement.

Council-Trustees Work Session, December 3, 2008

Interests Raised by Council Members

- Be creative and find ways to attach to the time line various standards that would likely become more rigorous over time.

Interests Raised by Citizens

- Concerned that citizen comments regarding the possibility of applying provisions above and beyond those found in the Town's Land Use Management Ordinance have not made it into the written materials. If we do not take a more active approach, then this opportunity may fall by the wayside.

Council Work Session, January 10, 2009

Interests Raised by Council Members

- How do you measure water sustainability?
- Need to utilize low-flow fixtures, and should not allow any use of potable water outside of the buildings. Desirable to pursue water re-use systems.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- Concern about water capacity and ability to serve Carolina North, especially under drought conditions. Cannot assume that abundant water supply exist for additional growth and development. Planning should revolve around a community's worst-case scenario. Need to analyze this situation before deciding how to proceed.

Interests Raised by Citizens (Written)

- Technology is adored by many Chapel Hill residents so many must realize that great changes will happen repeatedly in cars, fuels, water reclamation, etc; unpredictable!

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Verbal)

- Regarding water use and reclamation, the long range projections for the entire southeast is not very good. We have seen some of this with the recent drought, and it is not as big a concern at the moment due to the recent rain, but there are plenty of examples out west that illustrate that growth is not always properly linked to available water resources. Concerned that we are shifting towards weather where rain is more likely to come in short bursts. Something that needs to be addressed at the household level, and policies need to be crafted to address. Water is going to be a very important resource in the future.

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- Concerned about how we continue to water our Town. Eventually we will not be able to water ourselves due to limited supplies. What does the University think about availability of water as Carolina North develops?
- Will Jordan Lake or the abandoned American Stone Quarry be needed to meet Carolina North's water supply needs? If so, will the additional water supply be available in time to link up with anticipated construction?

Interests Raised by University Participants

- The University is contemplating conservation and reuse efforts in order to promote and maximize available water supply resources.

Council Public Hearing, May 11, 2009

Interests Raised by Citizens & Advisory Board Members

- Regarding water use, the Community Design Commission felt that Carolina North development should have no net negative impact on non-Carolina North property water rates, and that any increase in cost, either associated with rates or capital expenditures associated with the increased water usage as a result of Carolina North be borne by the University. This recommendation is based on an understanding that much of the revenue that goes to OWASA comes from site connections and that larger projects get reduced rates for site connections so therefore a large project that might be using as much water as a thousand homes but only has several large connections, would cause the amount of revenue going to OWASA to be much less. Also recommend that as part of the Development Agreement, that studies be regularly done to ensure that the water rates to the non-Carolina North citizens are not being adversely affected by water usage on the Carolina North site.

Emails Received

- Chapel Hill is considering a change of a magnitude unprecedented in the history of the town. Furthermore, planning is in an environment of unprecedented change. These reasons make

prudent extraordinary caution, a willingness to take each step free of assumptions about going ahead. One of the questions that I believe needs to be considered or revisited:

- What is the anticipated impact of Carolina North on our water supply during years of drought?

The uncertainties of the next 15 to 20 years mandates caution, setting aside assumptions about the near future being like the past. We should not repeat the mistakes that led to the two monsters now under construction. Since we are still in the planning stage, it is not too late.

12. Design Standards and Public Art

Council-Trustees Work Session, November 18, 2008

Interests Raised by Council Members

- Concern that the University Board of Trustees is going to approve the proposed design guidelines without public feedback or input from the Town, and then going to resent it later when they get feedback and requests to make changes. Would be better to have an opportunity to talk about these proposed guidelines and get some feedback before the Board of Trustees approves them.

Public Education Session, November 19, 2008

Interests Raised by Citizens

- Development Agreement can and should go beyond the standards in the Town's Land Use Management Ordinance. An example would be the Dark Skies Initiative – we should start by asking for world class standards, and then negotiate downwards if needed.

Council-Trustees Work Session, December 3, 2008

Interests Raised by Citizens

- Concerned that citizen comments regarding the possibility of applying provisions above and beyond those found in the Town's Land Use Management Ordinance have not made it into the written materials. If we do not take a more active approach, then this opportunity may fall by the wayside.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- There is very little unification on the main University campus. Would like to see a more homogeneous approach at Carolina North. The UNC Hospital is a potential example of how buildings can be physically linked and grow in place, while providing ease of use for the people

who inhabit them. The Innovation Center design is abstract and does not appear to be a good candidate for linkage and flow when growth occurs and additional space is needed. This type of opportunity for growth and architectural unification and linkage does not appear to be reflected in the current designs. This approach would also help keep the campus more compact and tight-knit. Need an overall focus on congruity on the part of the University, rather than leaving this to the discretion of individual departments, if this goal is to be achieved.

Interests Raised by Citizens (Written)

- High-efficiency and sustainability in design – integrated pedestrian/bike (complete streets)
- Hope art funding will be used for large structures that uniquely define public space rather than for small sculpture
- Design should include elements that exemplify usage of natural, green, locally sourced materials, design and labor as learning lab for both town and university
- This sounds like design integrity is delegated to UNC, neighbors may have good input to design features
- Adopt and use the AIA 2030 challenges to set the design standards for all construction and the energy infrastructure at Carolina North.
- Think Universal Design Standards-facility that accommodates individuals of all stages of disabilities.
- Support ability and need to link buildings architecturally
- If public has no review, what will happen when the next Board of Trustees has no design sense? Design review has been delegated to UNC only.
- Support suggestion to make it a requirement to AIA 2030 standards
- Support architectural infrastructure integrity of new buildings

<u>Council-Trustees Work Session, February 11, 2009</u>

Interests Raised by Council Members

- When will the Council discuss public art? Where is this identified in the schedule?

Interests Raised by Citizens

- Believe that Town should hold the University to higher standards as it helps them sharpen their game, if nothing else.

<u>Public Input/Information Session, February 19, 2009</u>

Interests Raised by Citizens (Verbal)

- Concerned about the relationship between building design and the potential availability of a sustainable centralized power source. Shorter buildings with larger roofs for solar energy purposes are better if you do not have a sustainable centralized power source, whereas taller buildings with smaller roofs are suitable if you do have such a central power source. So, design standards are directly related to the type of energy source to be utilized.
- Should consider going beyond LUMO and pursuing higher standards such as the Dark Sky Initiatives. Need to pursue standards beyond those included in the LUMO.

Interests Raised by Citizens (Written)

- Signature buildings – no East 54
- Living art – people, gardens, water
- Consider percentage of public art by local artists
- Commitment to spend on local artists
- Public access to art

<u>Council-Trustees Work Session, March 11, 2009</u>

Interests Raised by Citizens

- Incorporate the AIA 2030 guidelines in the development agreement.

<u>Public Input/Information Session, April 1, 2009</u>

Interests Raised by Citizens

- What sort of requirements and design standards will potential private sector developments have to meet in order to be located at Carolina North? What sort of review process will interested private sector developments have to undergo to be at Carolina North?
- Is there anything mentioned about different architectural styles? Is there a common vision for Carolina North?

Interests Raised by University Participants

- When trying to craft design guidelines, the professional designers working with the University have on the one hand tried to meet a set of concerns that the University Trustees had expressed, namely protecting themselves from a bad design down the road. On the other hand, the University would also like to preserve flexibility for creativity and ideas that have not yet been fully considered. The goal is to give future development a thorough checklist to apply against anything that is proposed, in order to maximize the appearance, functionality, energy efficiency, etc. of what gets built.

- When reviewing the University's design guidelines, it is important to note that landscaping is an integral part of the University's guidelines.

Council Work Session, April 8, 2009

Interests Raised by Council Members

- Although the University has developed its own design standards, does the Town feel like there is a place for the Community Design Commission in ongoing design review?
- Does the Community Design Commission currently see any University projects?
- What does Section G.12.4 mean? What was the nature of the discussions between Town staff and University staff?
- Would the University consider a percentage for public art?
- Would like to see the University's design guidelines.

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- Section 12 (Design Standards and Public Art) of the Development Agreement does not include a bullet regarding public art requirements. What is the University's vision for public art at Carolina North?
- Why has LEED Silver been selected as the leading criteria for energy efficiency purposes, as opposed to citing ASHRAE standards?

Council-Trustees Work Session, April 22, 2009

Interests Raised by Council Members

- Would like for the University to agree to achieve the same energy efficiency standards that were agreed to as part of the Innovation Center (25% better than 2007 minimum ASHRAE standards).

Interests Raised by Citizens

- Now that everyone seems to be getting more focused on Map C, can we look at narrowing down the type and location of development on the property? First of all, where is the exact location of the dense and tall development? Do not want to see 10 story buildings along Martin Luther King Jr. Boulevard. If this is going to be the case however, can we get an overlay of where these buildings will be located? Also, can we put these overlays on top of the environmental maps?
- Need rules that will apply to modifying tall and dense development within the property beyond what is set by the development agreement.

- Regarding energy, LEEDS is not the same as ASHRAE standards. Silver LEEDS can be met with external trade-offs that do not have anything to do with energy efficiency. But key question is how do we apply the best thinking at the time to Carolina North? For example, let's suppose that 5 years from now, LEEDS and/or ASHRAE standards are no longer the best standards? How in the context of this development agreement do we modify the standards so that we remain state-of-the-art in the future for noise, light, water management, etc.? There needs to be something in the agreement that addresses how we incorporate newer and better standards into the agreement over time.

Council Public Hearing, May 11, 2009

Interests Raised by Citizens & Advisory Board Members

- Recommend that Carolina North buildings that are adjacent to existing public roads or adjacent to existing residential areas require Community Design Commission review and approval of final plans for building elevations and Lighting Plan prior to Town approval of the development. Per the current development plan this would not occur, but the Community Design Commission believes that its charge is to review elevations and lighting plans that occur in Chapel Hill and part of the campus will develop on a public road that citizens will drive up and down and see every day.
- The Community Design Commission believes that buildings that are constructed along existing public streets should be no more than 4 stories at the street level with the height transitioning to multiple stories as you move away from the street and towards the center of the site. This particular concern stems from some of the concerns that citizens have been verbalizing regarding the East 54 development. Four stories is the height of the East 54 buildings at the street, and the Community Design Commission believes that this would be an acceptable height along the Martin Luther King Jr. Boulevard corridor. The Commission is concerned however, as the University's design guidelines suggest the possibility of having 8-story buildings along the Martin Luther King Jr. Boulevard corridor, and the members of the Commission felt that this height was much too high along this corridor.
- The Community Design Commission believes that the street setback for buildings along public streets should be a minimum of 100 feet.
- Regarding design standards and mitigation measures, the Community Design Commission felt that the current University design standards, while very good, were not as specific as they would like to see. Would like to see them tightened up before the Development Agreement is approved.

Council-Trustees Work Session, May 21, 2009

Interests Raised by Council Members

- Concerned about the design guidelines. There are a lot of things in the Traffic Impact Analysis that conflict with the Design Guidelines. For example, there are maps showing a north/south road to Homestead. There are things about building heights, etc., which the Council needs to pay attention to as the Development Agreement makes reference to "incorporated exhibits."

Need to decide documents, maps, pictures, statements of building heights, etc., that the Council is incorporating into the Agreement by reference.

Council Meeting/Work Session, June 8, 2009

Interests Raised by Council Members

- Does not believe that the Council has any business approving the Carolina North Design Guidelines. How many Council members have read through all 50 pages of the Carolina North Design Guidelines? There is a lot of detail in this document, and some of the maps conflict with other maps and exhibits in the Development Agreement. Does not believe that this document needs to be part of the Agreement. Seems to be opening a can of worms and believes that the Town benefits by leaving the Design Guidelines it out of the Agreement.
- There are design standards regarding building height, greenways, street connections that are not consistent with what the Town wants, and alternatively reflect what the University and trustees would like to achieve.
- Can the University unilaterally change the design standards after the Development Agreement is approved?
- Believe that having the design guidelines in the Development Agreement gives the Town more control over Carolina North, so the issue is really reviewing the design guidelines and making sure that the Town is comfortable with what they say.
- Concern was expressed regarding the illustration of a northern access road in some of the exhibits in the University's design standards.
- The proposed Development Agreement clearly states that the northern access road is not allowed as part of the proposed Development Agreement.
- Are there other things in the University's Design Guidelines that are not addressed in the Development Agreement and thus do not conflict with the conditions of the Agreement, however the Council would find them to be objectionable in the future, but since they had been incorporated into the approved agreement by reference, they are going to happen anyway?
- The concern with deleting reference in the Development Agreement to the Design Guidelines however is that you would lose important details that are not captured elsewhere in the Agreement (for example the central greenway, streetscape details, etc.) – important details that you want to have addressed in the Agreement.
- Would like to draw attention to the site plan included in the Design Guidelines as it includes a lot of detail that is not included anywhere else in the Development Agreement. The Council is potentially getting ready to endorse a lot of things that the Council has not yet gone through an iterative process to decide whether or not they are a good idea. One thought is to take it out since the Council is time-constrained. Don't want the Council to leave this information in the Agreement and then regret this oversight later.
- Who on the Town staff has read the University's design guidelines in their entirety, and can provide a summary and/or analysis that highlights potential conflicts and/or areas of concern so

that the Council can know whether or not there are areas or specific issues that could be problematic?

- As part of reviewing the University's Design Guidelines, it might also be beneficial to have a staff member who has greater familiarity with Council policies and practices to take a look at the Guidelines.

Public Input/Information Session, June 11, 2009

Interests Raised by Citizens

- How does the UNC design document control what we do legally? This document indicates 8-story buildings along Martin Luther King Jr. Boulevard and other major corridors, possibly including Estes. Are we obligated to accept what we see in the design document? It does not say anything about density or setbacks. We need details regarding density and height. And, how do we address things that are not discussed in this document? Also, if the document describes certain things in detail, are we bound to allow them?
- The University's Carolina North design document discusses approximately 8-story buildings. Is there anything in the development agreement to specifically control the height limit and density for such buildings?
- What is the controlling portion of the design document that talks about utility pads, electric substations, dumpster pads, etc.?
- Since the University's design guidelines are the only item discussing details regarding streets and stormwater, and since streets are being built independent of individual building projects, the design guidelines are indeed the only guide for how these infrastructure components would be built?

Council Public Hearing, June 15, 2009

Interests Raised by Council Members

- If there is a conflict, the Development Agreement supersedes the University's Design Guidelines. However, concerned that 20 years from now when a large portion of the Council has changed seats, any ambiguities between the two documents could be a problem. Do see areas where incorporating the Design Guidelines provides valuable clarification and detail, but the Council needs to review and think about deleting/omitting any guidelines with which the Council is not comfortable. Specifically, concerned about the inclusion of page 28.

Interests Raised by Citizens

- At the Council meeting on Monday, June 8th, there was a lot of discussion regarding the University's Design Guidelines and the role that they play in the Development Agreement. David Owens confirmed that the Design Guidelines are part of the legal binding contract that is being considered for approval. At this time, some of the Council members even said that they had not reviewed these guidelines. According to the guidelines, there are 38 buildings, of which 16

appear to be four or more stories in height. If you use the main campus experiences as a guide, then these buildings will probably be more like six stories tall rather than four. There are eight buildings identified in the Design Guidelines that are six to eight stories in height. Are these building heights acceptable? Is the Town going to agree to this? Have included a 100-foot setback for six to eight story buildings along MLK, but not sure what this setback includes – trees, grass, parking lots?

Emails Received

- Design: I was very happy to see Laurin Easthom's attending to the Design Guidelines in recent meetings. I have a further comment, not directed so much at the current agreement, but more towards going forward (the "Living Agreement"/"Vision" part): It seems to me that the town has endured a really radical diminution in the quality of public building design over the last, say, 20 years, both by the University/Hospitals and by private builders. Some of this relates to the destruction of neighborhoods and trees/open spaces. Some of it, though, strikes me as just shoddy, excessively utilitarian and monumental design. I do understand that there are very concrete private property issues here. But are there ways that the Town can help to make a change in this "Brick Box" mentality? To me, some of the hard work done by Chapel Hill neighborhoods to resist predatory building/development practices is very heartening. I am speaking to a related but slightly different issue, one in which density would be much more welcome and sustainable, if deeply human needs are attended to. I hope that there may be some avenues of redress/progress possible in this regard. I do understand that this is on your radar; I wasn't able to diligently follow the Franklin Streetscape discussion at the Council meeting recently, but it did appear that some good thinking was going into the true quality of life downtown, which is great.

13. Police, Fire, and EMS Services and Facilities

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Written)

- UNC should pay for Police/Fire/EMS Facilities and services (at least 90%)
- At what point will Carolina North need its own EMS/Fire/Public Safety?

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Written)

- UNC Police substation and police bike patrols at night

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- Sections 13.5 and 13.6 include specific triggers based on 4 million and 8 million square feet of floor area. What is the rationale behind these numbers since the largest number mentioned to date is 3 million square feet.
- What was thinking behind why the school and the possible fire/police site do not add to the trigger requirements in the agreement (the 800,000 SF or 1.5 million SF thresholds)? Doesn't this introduce some problems in the development agreement because these sites do not have to adhere to the stricter standards that we want under the development agreement (e.g. water runoff, etc.)? Between the two facilities, it seems like we are talking about 20 or acres or more.
- By what process would an elementary school or a fire/police facility be approved, and what discretion would the Town have if something was not consistent with the standards in the development agreement?

<u>Council-Trustees Work Session, April 22, 2009</u>

Interests Raised by Council Members

- Language regarding fiscal impact and the University's ability to negotiate its way along on an annual basis seems vague. Have a fiscal impact analysis now that shows a projected loss that is largely due to a fire station. How does the University suddenly come up with $3 million when it is time to build the new fire station?

- Fire protection is currently a responsibility of the State of North Carolina, not the University. How does this play out? Similarly, Chapel Hill Transit gets a lot of its money from the State and Federal Government. As we do these plans, we need to maximize opportunities to obtain Federal and State money. The University should not be expected to pay for things that the State and the Federal government will pay for.

Interests Raised by University Participants

- The University does not have the ability to suddenly write a big check; need to be on an easy pay plan. What the University can do is set aside a certain amount of money with each building that can be provided to the Town in a "pay as you go" manner. If Carolina North is going to trigger the need for a new fire station, then need to pay a certain amount as they build each building rather than being expected to make a single, large payment. This approach would have the advantage of providing certainty to the Town that funds will be in place at such time when the need for the improvement is actually triggered. Need additional conversation between the Town and University staff to decide what is the most appropriate approach.

Interests Raised by Citizens

- Regarding Sections G.16.1 and G.16.3 Greenways, there will be impacts from people walking south into Barclay and the Elkins Hills neighborhood. Are going to be opportunities for UNC to help with security in these and other corridors, but there has been no mention of these opportunities as part of this process.

Council Public Hearing, May 11, 2009

Interests Raised by Citizens & Advisory Board Members

- The resources and manpower necessary to enforce laws at the neighborhood level should be reflected in fiscal planning for Carolina North.

14. Public Schools

Council-Trustees Work Session, October 22, 2008

Interests Raised by Council Members

- Need to include representatives from Chapel Hill-Carrboro Public Schools and Orange County Public Schools and perhaps other community service providers (e.g. OWASA).

Council-Trustees Work Session, December 3, 2008

Interests Raised by Council Members

- The Chapel Hill-Carrboro City Schools, and/or the Orange County Commissioners who fund the school system, need to be involved in these discussions.

Council-Trustees Work Session, January 14, 2009

Interests Raised by Council Members

- Need to contemplate linkage between residential growth and school system capacity.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- Glad to see that the idea for a school site at Carolina North has been carried forward from the Horace Williams Work Group.

Interests Raised by Citizens (Written)

- Elementary schools don't need 10 acres as now required in North Carolina – go compact

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Written)

- Plan carefully so you don't have to redistrict school kids like crazy

- School should relate to the Orange County School Construction Standards as well as Department of Public Instruction requirements

Council Work Session, April 8, 2009

Interests Raised by Council Members

- Concerned that an intense use like a school would even be considered outside of the targeted development area. The Council should advocate that if there is a school site at Carolina North, it should be included within the targeted 250 acres for development.
- What is the School Board's opinion regarding the notion of a school site at Carolina North, both within the identified development agreement area as well as perhaps in other areas near existing school facilities? Would not want to incorrectly presume something that may or may not match their interests. Need this information to appropriately evaluate the idea of a school site in conjunction with the proposed zoning district and development agreement.
- The School Board and School System has done and continues to do an excellent job of educating kids, but feel that they have done an unenlightened job of land use planning. The Council's job is land use planning. Maybe the School Board can make a case that there is some compelling reason to put another sprawling school out there near the others, but believes that there are other cases to be made and that the pattern of siting schools needs to change.
- Clarification that the desire to check in with School Board is motivated by goal of understanding what kinds of staffing and infrastructure efficiencies are gained or lost based on different sites. Assume that any new school would have a green footprint.
- It will be hard to get a definitive answer out of the school system in the necessary time frame, so supports any school site being subtracted from the identified 250 acres of development and thus keeping the overall footprint of development the same and gives the School Board flexibility as well as the capability to assess where the greatest efficiencies can be achieved.
- The map needs to specifically reflect that there will be no development in the "limited development areas" and the agreement needs to reflect that if a school ends up being located outside of the identified 250-acre development area, then this acreage would be subtracted from the 250-acre development area so that the total area to be developed remains at 250 acres.
- G.5.2 – If a school is sited within the Limited Development Area, the map must reflect the acreage swap with the Developed Area.

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- Where are the potential school site locations? Why is the school site distinct and separate from the rest of the proposed plan?

- If an elementary school at Carolina North is not located within the identified 250-acre development footprint, can it be located in the one of the green areas denoted for preservation?
- What was thinking behind why the school and the possible fire/police site do not add to the trigger requirements in the agreement (the 800,000 SF or 1.5 million SF thresholds)? Doesn't this introduce some problems in the development agreement because these sites do not have to adhere to the stricter standards that we want under the development agreement (e.g. water runoff, etc.)? Between the two facilities, it seems like we are talking about 20 or acres or more.
- By what process would an elementary school or a fire/police facility be approved, and what discretion would the Town have if something was not consistent with the standards in the development agreement?

Council-Trustees Work Session, April 22, 2009

Interests Raised by Citizens

- Concern about locating a school at Carolina North due to noise and bus traffic. Also need to consider the safety of children, especially young children at an elementary school. Does not necessarily seem like a good fit to have lots of young children and older research-oriented people in close proximity to each other. Also, 10 acres is not a very big piece of land. Taking that amount of space at Carolina North and putting a bunch of young children on it seems unrealistic.
- The schedule involves a lot of work and we are not making the milestones that we said we were going to make, and there is not a consensus building around several key issues (10-story buildings along MLK, parking ratios have not been agreed to, the foundational studies are late, even the school {which has not been addressed by the Board of Education} does not sit on the 250-acre footprint for proposed development which means that the cost to provide infrastructure for the school will be much more expensive). We do not have time in the schedule to adequately address these issues.
- Surprised that the school site question did not come back up for discussion. Believe we need to get a commitment as to whether or not it is going to be on the 250 acres proposed for development. If it is not on the 250 acres, what is the fiscal impact to the schools? Believes that we are not going to be able to afford to put an elementary school on land outside of the identified 250 acres for Carolina North development.

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- Very concerned about the impact of Carolina North traffic on Estes Drive and Estes Hills Elementary School. Estes Drive is just a narrow, two-lane road, and there is going to be a major traffic impact at the intersection of Estes Drive and Caswell. Perhaps we should pursue a designated signalized pedestrian crosswalk with a yellow bollard in the center of the street at

that intersection given the large number of kids and pedestrians who cross the street at that intersection.

Interests Raised by Citizens & Advisory Board Members

- Concerned about the safety of kids getting to school in the vicinity of Carolina North given the anticipated increase in traffic impact.
- Need to make sure that school bus schedules and safety will not be compromised due to additional Carolina North traffic.
- Make sure the road improvements are done correctly from the start for all modes of transportation. Need to factor concerns of school-age children (crosswalks), bicyclists (bike lanes), etc. as part of designing these improvements. Need to engage the appropriate groups and get feedback as part of the design process.
- Carolina North may be a 50 year project, but we need to focus on the needs of our families and the safety of our children going to school today.
- The Planning Board believes that any elementary school built on the Carolina North site should be built in a way as to discourage parents driving their children to school.

<u>Council-Trustees Work Session, May 21, 2009</u>

Interests Raised by Citizens

- Need to ensure that school buses are not delayed, disrupted or detoured in any way during the construction phases of Carolina North. The Town and the University also need to work with the school system to provide additional school crossing guards as needed.

<u>Council Meeting/Work Session, June 8, 2009</u>

Interests Raised by Council Members

- Regarding public participation and if and where it is appropriate, NRG and others have brought up concerns regarding traffic control and construction management plans. Wondered if this is a situation where public participation should be coordinated and arranged through the Manager and the Council, or should be included in the Development Agreement. People seem very concerned about this issue, and understandably so since Carolina North is near at least 5 schools that surround the property. Does not believe that the Manager's initial proposal regarding traffic control and construction management is an adequate response to these citizen concerns. Do not believe that this is something that the Council should wait to work out. Would like to better understand how the Council can include citizen participation in a construction management planning process with more specificity than what has already been provided, especially with regard to such potential traffic conflicts during school hours.

Interests Raised by Citizens

- Regarding "School Safety and Neighborhoods," some additional wording regarding school construction was added in the June 4th draft of the Development Agreement, but it is very vague. The NRG would like to add something more specific like "limit construction vehicles on local road ways during school bus hours."

Interests Raised by Citizens (Written)

- The following written information related to the "Public Schools" category was distributed at the June 8th Council Meeting by representatives of the Neighbors for Responsible Growth:

Neighbors for Responsible Growth

Carolina North Development Agreement
Proposed Transportation Amendments

Submitted during June 8, 2009 Town Council Meeting

Issue	Section	6/5/09 draft language	Status	Recommended language	Rationale / Questions
20. Safeguards for Neighborhoods	Include in Agreement Language added to TIA		?	Limit construction vehicles on local road ways during school bus hours.	The safety of school children cannot be compromised by construction activity.

Council Public Hearing, June 15, 2009

Interests Raised by Citizens

- What does quality of life mean for neighborhoods in the context of the Carolina North development? Key issues that keep coming up in neighborhood focus groups and community forums are children being able to arrive at school safely, anyone who lives in the neighborhood being able to walk safely to their jobs or recreational/cultural activities, being able to bike safely, having transit options that take people where they want to go, being able to see stars at night, hearing crickets, and having green spaces. These are some of the recurring themes from neighborhood meetings regarding various factors that maintain and promote the quality of life for Chapel Hill neighborhoods. So, the key question now is how will the Council structure aspects of the Development Agreement that protect the people in the neighborhoods and specifically address these quality of life issues? Basically, how will the Council safeguard neighborhoods? Similar to what the Town's Comprehensive Plan describes as conserving and protecting existing neighborhoods. Key questions that the Council should consider as part of reviewing the Development Agreement are: How do we ensure that the Town's growth does not impair neighborhoods' quality of life? How will the Town help make sure that children arrive at school safely in the context of this development? How will the Town provide cyclists, runners, walkers and their pets with safe routes for exercise and commuting? How will the Town keep its air quality at its current baseline or even improve it? How will the Town provide support for alternatives to transportation by car? And, how will the Town give citizens an active voice in decisions that will affect their lives?

15. Recreation Facilities

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Written)

- Promote bike races at Carolina North
- Keep up the good work on the trails at Carolina North
- Preserve the trails!
- Promote the trails!
- Would like to see recreation space as a learning opportunity – sort of a 'public lab' to study environmental impacts of development

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Written)

- Provide state-of-the-art gym facility like the wellness center at Meadowmont

Public Input/Information Session, April 1, 2009

Interests Raised by University Participants

- The University is beginning to experience a problem with people taking their dogs to the Carolina North property and letting them run off-leash.

16. Greenways

Council-Trustees Work Session, January 14, 2009

Interests Raised by Citizens

- Make greenways an important part of the discussion. Need to pay attention to how various projects within the Carolina North connect to our existing and proposed greenway systems, as well as well as links to greenway opportunities north of the Carolina North campus.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Written)

- Connect greenways to adjacent neighborhoods
- Connecting these greenways is crucial for ensuring their use. Right now Bolin trail just dies out to the west. If connected well to Carolina North, it will be able to flourish.

- Don't pave every greenway, especially near creeks

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Written)

- Provide maps to Carolina North trails and existing greenways at bike hub/transit station
- Make sure greenway routes (at least some of them) serve as transportation corridors or useful ways to get from point to point

Public Input/Information Session, April 1, 2009

Interests Raised by Citizens

- What is the intention of the long central greenway corridor at Carolina North?

Council Work Session, April 8, 2009

Interests Raised by Council Members

- Do not like greenway connection to Homestead Road. Sounds like the beginning of a future road connection to Homestead Road.
- Delete 2nd sentence in Section G.16.3(a) regarding early trail being "co-located with future disturbances."
- G.16.3(a) – Delete the second sentence regarding "co-locating."

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- The greenway section of the development agreement talks about identifying and avoiding regulatory floodplains and stream buffers when locating facilities; however, the Clean Water Management Trust Fund encourages and actually gives grants for locating greenways in floodplains. Why has this choice been made?

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- There are several recommendations from the Bicycle and Pedestrian Advisory Board and the Greenways Commission that merit further analysis. One of the recommendations addressed the portion of Estes Drive Extension that has not had any improvements. The Greenways Commission proposed having basically paved greenways on either side of the road (that would be a combined bicycle and pedestrian facilities) since it appears that it is going to be a long, long

time before the Town can get funding to put bicycle lanes on Estes Drive Extension. Would like to get staff analysis as to how reasonable and feasible this idea and others really are.

Council Public Hearing, June 15, 2009

Interests Raised by Council Members

- Where is the language in the Development Agreement that specifies the Town's intent to create a trail all the way from Carolina North to the Main Campus that stays off of Martin Luther King Jr. Boulevard? The added language in Section 5.16.1 seems to be too vague to clearly define this objective. The agreement does not clearly state that there will be a path from Carolina North to the Main Campus that does not go down Martin Luther King Jr. Boulevard.
- Do we need to reference MPO funding in the Development Agreement? It is potentially a major source of funding for non-motorized vehicle transportation.
- If the Town can get State or Federal funding for bike lanes, sidewalks, or greenways, then the Town and the University should partner together and pursue such funding.

Interests Raised by Citizens

- Traffic in Chapel Hill has gotten much worse since 2001, and it is beginning to interfere with the ideal quality of life that Chapel Hill citizens have previously enjoyed. Carolina North represents a chance to do things differently. Carolina North is a great opportunity to lay down an infrastructure of bicycle paths that do not exist now, making Chapel Hill a fairly non-bicycle friendly place. The bicycle paths need to be created in such a way that they will not only attract the avid bicyclists, but would also entice people to get out of their cars and alternatively use their bicycles as a mode of transportation. The currently proposed Development Agreement is a great improvement in terms of figuring out how to establish such a network. Having a committee that will research this issue and report back in a year is a great idea. Need to be two elements to the committee's scope – (1) figuring out a path that connects the two campuses and allows people to get back and forth between them in a reasonable way, and (2) a network of paths from the campus leading out to other parts of town. Should be paths that avoid roads and hills. What the currently proposed Development Agreement lacks is language that requires a connection between the two campuses to actually get built. Needs to occur during an early stage of construction for Carolina North. These paths are basic infrastructure that needs to be installed early in the life of the development.
- Important to consider and incorporate non-vehicular alternatives such as biking and walking for accessing Carolina North, and the investments to support them must be made early in the development process.
- Although Section 5.16.8 references the airport closure, there is no requirement in the Development Agreement that the Horace Williams Airport be closed.
- The Greenways Commission has decided to drop the recommendation to provide a greenway along Estes Drive Extension and alternatively advocate for the crossing of Estes Drive Extension in order to gain greenway access into the Carolina North property.

Interests Raised by Citizens (Written)

- Recommendations to the Town Council for Changes in the Development Agreement

Bicycle Issues

3. One issue concerns a bicycle path connecting Carolina North to the main campus. It is in the interest of the University and the Town that this path is constructed as soon as possible and prior to the first stage of development of Carolina North. Recommendations to this effect have been forwarded to the Town Council by the Bicycle/Pedestrian Advisory Committee, the Greenways Commission, and citizen's group Neighbors for Responsible Growth.

   The June 11 draft of the Development Agreement addresses this issue in the following sections:

   > 5.8.19. Greenway Connection to Main Campus. The Town and the University shall work cooperatively to identify a greenway/bicycle connection between the Carolina North Tract and the University's central campus. A report on the status of such a connection shall be included in the examination of a Town-University partnership on bicycle, pedestrian, and greenway pathways mandated by Section 5.16.1 of this Agreement.
   >
   > 5.16.1. The Town and University shall collaboratively examine the feasibility and form of a new partnership for planning and funding a program to address common interests in an effective system of bicycle, pedestrian, and greenway pathways. It is in the interest of the Town and University to establish such a system as an effective additional alternative to automobile and public transit. This examination shall consider a model comparable to the partnership that has been established to address the Town and University interests in public transit. Appropriate Town advisory boards, University students, the Town of Carrboro, and the public shall be consulted in this examination. A report on this examination and recommendations for implementing action shall be submitted with the first Annual Report mandated by this Agreement.

   We propose modifying the Development Agreement to establish a deadline for the construction of this bicycle path. The following language should be added to 5.16.1 (or included as a new subsection:

   > **"The Town and University shall then work immediately to construct the bicycle connection between the Carolina North Tract and the University's central campus. The construction of this pathway shall be completed within two years of obtaining necessary permits and identifying funds for construction, or prior to the occupancy of the first phase of Carolina North buildings, whichever comes first."**

4. Additional pathways for cyclists within Carolina North and connecting Carolina North to other parts of Town are described in the Development Agreement as follows:

   > 5.16.8 (b) Additional improvements shall include:
   >
   > 1) A paved trail from Estes Drive Extension through Carolina North to Homestead Road to connect with the Town's extension of the Bolin Creek Trail from the sought and the Town's Horace Williams Trail to the north;

2) A paved trail through the center of the first phase campus in an east/west direction to connect with the Carrboro/Chapel Hill extension of the Bolin Creek Trail;
3) A means of crossing Estes Drive extension; and
4) Continued trails through Carolina North area as a separate facility with as few road intersections as possible.

We propose two modifications:

3. **An additional improvement that says the Town and University shall work with the Town of Carrboro to build some connecting bicycle pathways between the Carolina North Tract and Carrboro.**
4. **Change 5.16.98 to require these additional improvements all to be completed prior to the completion of the initial 800,000 square feet of total building space.**

Pedestrian Issues

Pedestrian issues are addressed in the Development Agreement in sections 5.8.15, 5.8.16, 5.8.17, and at 5.16.1 and subsequent subsections having to do with Greenways. These sections call for traffic calming, sidewalk improvements, a pedestrian island on Piney Mountain Rd. near Martin Luther King, Jr. Blvd., and of course greenways and pathways that will be available to pedestrians as well as bicyclists.

One remaining major concern is about the safety and convenience of pedestrians crossing Martin Luther King Jr. Blvd. as they go between bus stops and the Carolina North campus. Each person making a round trip journey to and from the campus by bus, coming from the north or the south, must cross MLK Blvd. Given the additional traffic that the TIA predicts on this busy street, we recommend the following additions:

The University and the Town shall explore the feasibility and if possible construct a pedestrian overpass or tunnel to avoid pedestrians having to cross Martin Luther King Jr. Blvd. at the bus stops closest to the Carolina North campus.

<u>Council-Trustee Work Session, June 16, 2009</u>

Interests Raised by Council Members

- Assuming that a non-MLK bike route can be determined between the main campus and Carolina North, what timetable should be associated with such a venture?
- Once it is clear that a non-MLK bike route can be provided between the main campus and Carolina North, believe that a definite period of time should be attached to the project, although how to determine the appropriate amount of time is difficult.
- Perhaps there is some way to attach some sort of performance criteria to the achievement of the envisioned bike route between main campus and Carolina North, rather than attaching a time frame?
- A pedestrian and bicycle crossing of Estes Drive Extension remains a top priority, to be achieved early in the life of the development agreement.

- As soon as there is a destination for people to get to at Carolina North, the Town needs for pedestrian and bicycle infrastructure components to be in place. It is not like buying several buses; these types of improvements are a lot less expensive and are more within our control. Accordingly, believe that a means to cross Estes Drive should be put in place early on.
- Is there a benefit to crossing Estes Drive Extension, even if there is not a trail on each side?
- Unsure as to the benefit of prioritizing greenway connections in the Development Agreement due to potential variations in funding. Being prescriptive about what happens and when it happens may be jumping the gun. Better to let a committee figure out the fastest and cheapest way to provide connectivity between the main campus and Carolina North. Need to incorporate something into the language to indicate that it needs to occur as soon as possible.
- In terms of timing, as soon as there is a draw for folks on the main campus to go to Carolina North, there needs to be a safe way to bike there.
- May be better to proceed with a bicycle/pedestrian/greenway crossing on Estes Drive Extension that is separate from the envisioned Bolin Creek greenway, which would intersect Estes Drive Extension at a very significant grade differential such that how users would get up from the greenway (which is down near the creek) to Estes Drive Extension has not yet been solved. A separate Estes Drive Crossing at a location without these elevation issues could potentially be incorporated into the Bolin Creek greenway as a spur at some future date.
- What about the Greenways Commission's recommendation that the greenway triggers be ratcheted downward (meaning that these improvements occur earlier when less development has taken place) in order to encourage connectivity up front?
- Given that northern greenway connections could easily happen sooner, it really does not make sense to prioritize and try to dictate the order in which connections occur as part of the Development Agreement.
- Seems that everyone would like to see the Bolin Creek Greenway connect to Estes Drive Extension, and then the University continue the greenway into Carolina North. The real question is when will the Town be able to complete its portion of the greenway, and this is something that we cannot predict at the present time. Given this uncertainty, are we comfortable making this our top priority?
- Probably makes more sense to list some specific greenway priorities and leave flexibility as to the order in which these greenways occur. The question then becomes what triggers should be utilized?
- Every one of the Town's greenways is ten (10) feet wide. Would like to ask that the Carolina North greenways also be a minimum of ten (10) feet wide, with those on the main campus area at Carolina North being a minimum of twelve (12) feet wide.
- Would suggest simply stipulating that greenways be built to Town standards.
- Regarding the committee that is going to be looking at bike, pedestrian and greenway issues during the next year, is this group going to only meet for one year and disband? Or will this be a group that has ongoing responsibilities? Or is this something to still be determined? Would be good to clarify if this group is going to have a life beyond the first year of its existence.

- Appears that the committee that is going to look at bike, pedestrian and greenway issues is going to involve Carrboro. Believes that this is a real issue and that Carrboro needs to be included in these discussions.

Interests Raised by University Participants

- Completely agree that there is not a good way to ride a bike from the main campus to Carolina North. If someone could come up with such a path, the University would be willing to be a financial partner in such an endeavor. The University is happy to participate in any conversation that would seek to provide a solution to this situation.
- Okay supporting a reasonable plan for a non-MLK bike route between the main campus and Carolina North, but would not want to have to agree that it would all be worked out before the University could start anything else.
- What is the benefit at this point in time of the Estes Drive Extension crossing?
- If the Town has completed Bolin Creek Greenway to Estes Drive Extension, then it makes sense for the University to collaborate and figure out how to make a connection to the greenway.
- There does not seem to be a good reason to build an Estes Drive Extension crossing until it has something to which it can connect.
- If the University could stick with the currently proposed triggers for greenway development (1st greenway segment built at 800,000 SF), the University would be happy for the Town to dictate which order in which the greenway segments actually get built.

<u>Council Meeting, June 22, 2009</u>

Interests Raised by Council Members

- Would like to add the words “and greenway” in sections 5.8.2, 5.8.7, and 5.8.9 of the Agreement, as suggested by one of the members of the Greenways Commission via email.

<u>E-mails Received</u>

- As is often the case, the morning brings fresh and sometimes enlightened ideas, emerging as they do from "overnight back burner thinking." After our stimulating discussion with fellow HDC members the other night, regarding design considerations for Carolina North, I would like to add the follow input as a concerned citizen.

  I like the statement that the long axis greenway makes as it responds to the history of the airstrip and removing the asphalt makes a transformative green impact on the space. BUT that linear form does not have to be a literal interpretation of the runway in order to be effective. In fact to create variation and utility for optimum use of this narrow space, it is important to create a few well-placed wider spaces or "hearths" that can accommodate large outdoor gatherings for

concerts or for public forums of other types. The boundaries of these few squares or "hearths" would escape from the regular line of this long axis and I think would not detract from the largesse that is trying to be created here. This variation in the width of the "strip" would break up the monotony of one long narrow space that now presently communicates "this is a place to walk through", instead of "this is a place to be in." The axis would remain a strong historical reminder of the air strip, but its transformation would better meet the current needs of the new users of this space. The squares or "hearths" would become focal points that would be created and correlated with the building edges, facades and entrances to the "sentinel buildings" that would anchor those spaces (reference Adam Gross, AIA who has been a consultant for the university already).

When the design team gets down to the details, a variety of seating options and the optimum two minute walking distance between building entrances will also factor into the design of this large greenway, as well as the minor greenways on the site.

17. Historic and Cultural Features

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Written)

- The archeological standards are pretty much identical to existing state/fed standards. How does the development agreement add to what's already on the books?

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Written)

- Archeological requirements should include a requirement for not just survey but complete mitigation of any historic or prehistoric sites prior to breaking ground

E-mails Received

- As is often the case, the morning brings fresh and sometimes enlightened ideas, emerging as they do from "overnight back burner thinking." After our stimulating discussion with fellow HDC members the other night, regarding design considerations for Carolina North, I would like to add the follow input as a concerned citizen.

  I like the statement that the long axis greenway makes as it responds to the history of the airstrip and removing the asphalt makes a transformative green impact on the space. BUT that linear form does not have to be a literal interpretation of the runway in order to be effective. In fact to create variation and utility for optimum use of this narrow space, it is important to create a few well-placed wider spaces or "hearths" that can accommodate large outdoor gatherings for concerts or for public forums of other types. The boundaries of these few squares or "hearths" would escape from the regular line of this long axis and I think would not detract from the largesse that is trying to be created here. This variation in the width of the "strip" would break

up the monotony of one long narrow space that now presently communicates "this is a place to walk through", instead of "this is a place to be in." The axis would remain a strong historical reminder of the air strip, but its transformation would better meet the current needs of the new users of this space. The squares or "hearths" would become focal points that would be created and correlated with the building edges, facades and entrances to the "sentinel buildings" that would anchor those spaces (reference Adam Gross, AIA who has been a consultant for the university already).

When the design team gets down to the details, a variety of seating options and the optimum two minute walking distance between building entrances will also factor into the design of this large greenway, as well as the minor greenways on the site.

18. Solid Waste Management

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Written)

- Strive for innovative and flexible approach to waste generation and disposal
- Net-zero waste?
- Compost all green and food waste at Carolina North and VSC there
- Reduce, Minimize (monitor and mitigate) solid waste
- More than recycling (which should be a given) we need waste reduction strategies before the point of throw-away.
- How will paper be minimized?
- Use high quality materials that won't need frequent replacement
- Conduct public education session to track

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Written)

- Construction Debris Waste management – please do explain
- Include compost as a waste stream to be captured throughout the campus
- Provide numerous bottle/newspaper recycling containers beside trash cans

Public Input/Information Session, March 4, 2009

Interests Raised by Citizens (Written)

- Create compost area to accept local organic wastes.

19. Landfill Remediation

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Written)

- Regular reports to town from UNC on remediation of groundwater

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- What is the status of the landfill remediation and the waste site remediation?

Council-Trustees Work Session, May 21, 2009

Interests Raised by Council Members

- Had previously mentioned landfill remediation and airport remediation. Are there hazardous materials at the airport, and if so, what is the remediation strategy?

20. Stream Buffers

Council Work Session, January 10, 2009

Interests Raised by Council Members

- Will Carolina North adhere to the Town's Resource Conservation District requirements?

Council-Trustees Work Session, January 14, 2009

Interests Raised by Council Members

- The University has agreed to protect the Resource Conservation District areas. Is there any possibility of protecting any additional environmentally sensitive areas as part of this development agreement?

Council-Trustees Work Session, February 11, 2009

Interests Raised by Citizens

- There is no recognition that the length of Bolin Creek along this property is a unique feature of this property. Would like for the University to begin monitoring Bolin Creek off-site and downstream of this property. Does not see this addressed in draft agreement.

Council Work Session, April 8, 2009

Interests Raised by Council Members

- What is the difference, from an analytical perspective, between the lands identified as Category D and E in the Land Suitability Index Category on page 10 of the Ecological Assessment Report and the lands identified as Most Suitable for Conservation (EW) in the Weighted Analysis Land Areas by Land Suitability Index Category set forth on page 11?
- What portion (acres) of the Horace Williams tract qualifies as being located in the Town's Resource Conservation District?
- Conservation easements can be much stricter than the rules and regulations included in the Town's Resource Conservation District. Would like for the land to be preserved to not be subject to being degraded by future stream crossings or utility corridors.

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- The greenway section of the development agreement talks about identifying and avoiding regulatory floodplains and stream buffers when locating facilities; however, the Clean Water Management Trust Fund encourages and actually gives grants for locating greenways in floodplains. Why has this choice been made?

Council-Trustees Work Session, April 22, 2009

Interests Raised by Citizens

- Section G.5.1 of the draft development agreement discusses the ability to encroach into the Resource Conservation District for utility and road crossings in accordance with Section 3.6.3 of the LUMO. We see the RCD violated frequently; believe that the proposed language is a non-starter.

21. Trees & Landscaping

Public Education Session, November 19, 2008

Interests Raised by Citizens

- Recommend a tree lawn along Estes Drive and Martin Luther King Jr. Boulevard.

Council-Trustees Work Session, December 3, 2008

Interests Raised by Council Members

- What is the definition of the term "working landscape?"

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Written)

- Foresters are doing a great job.

Public Input/Information Session, April 1, 2009

Interests Raised by University Participants

- When reviewing the University's design guidelines, it is important to note that landscaping is an integral part of the University's guidelines.

22. Sedimentation

Council-Trustees Work Session, November 18, 2008

Interests Raised by Citizens

- Incorporate environmental standards beyond the current Land Use Management Ordinance standards in the Development Agreement.

Council-Trustees Work Session, December 3, 2008

Interests Raised by Council Members

- Interested in Carolina North being exemplary, and therefore exceeding current standards in various areas such as stormwater management and erosion control.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- Concerned about impact of development on Bolin Creek.
- Need to monitor environmental components now, prior to development.
- Would like to know what other monitoring is being done – of the air, water, light – by the University or the town.

Council-Trustees Work Session, February 11, 2009

Interests Raised by Citizens

- There is no recognition that the length of Bolin Creek along this property is a unique feature of this property. Would like for the University to begin monitoring Bolin Creek off-site and downstream of this property. Does not see this addressed in draft agreement.

Council-Trustees Work Session, April 22, 2009

Interests Raised by Council Members

- Concern about uses that might occur outside of the development agreement, including athletic facilities without buildings. There are significant concerns regarding grading and stormwater impacts. There needs to be some way to weigh these concerns and determine whether or not they apply to a proposed use prior to actually implementing that respective use. There are many examples where development has occurred that does not involve buildings, but has the same development impacts as developments with buildings. Need to develop some language regarding such uses that avoids unintended consequences.

Council-Trustees Work Session, May 21, 2009

Interests Raised by Citizens

- Regarding sedimentation, the development agreement seems weak. Unlike the stormwater section, the University is only bound to State NPDES requirements for construction site management with State oversight. Thus, this activity does not fall under Orange County's jurisdiction, it is handled by the State. The State has very few enforcement officers and its standards are not as strict as those of Orange County. Thus, in keeping with the spirit of this agreement and the sustainable standards that are being subscribed to as part of this agreement, would recommend that the University agree to use state-of-the-art technologies or at least the stricter of the two standards. Current requirements for reseeding of disturbed areas is about 15 days. That is long enough that if there were a big storm event, a lot of sedimentation could occur in nearby area streams. Alternatively recommend seeding within one week of disturbance and taking immediate action in response to problems reported in local streams. In addition, propose that UNC allow volunteer monitoring to report the volume of sediment moved into area streams during construction. Have observed construction at the Botanical Gardens, and despite people apparently being on top of the construction process, there were problems with stormwater and sedimentation. Someone needs to be out there every day during construction, not once a week. Successful implementation to prevent the movement of soil into creeks will depend on how well inspections and enforcement works. Chapel Hill and Orange County don't have the legal authority. We recommend that the University request Orange County to assist in the inspections at Carolina North as it is built, and consider funding a portion of a dedicated inspector to do the work. Alternatively, if the University chooses not to give the legal authority to Chapel Hill and Orange County, the University could alternatively choose to fund a State inspector.

Council Meeting/Work Session, June 8, 2009

Interests Raised by Citizens

- Sedimentation is still a concern. The language in the most recent draft of the Development Agreement looks pretty good, but what is needed is an on-site person. As dirt is moved out of Carolina North every day, an inspector needs to be out there every day to oversee earth-moving

and construction activities. Otherwise, there are problems, even when people have the best intentions. So, the NRG requests that the Town approach the University and ask for a person from the University or someone that they would hire to perform this function.

Council Meeting, June 22, 2009

Interests Raised by Council Members

- Interested in having close attention paid to sedimentation during construction. There are not enough bodies on the ground to make sure that erosion and sedimentation controls don't get damaged during construction and continue to properly perform their intended function. Wants to know that a warm-bodied person is going to be out there on a regular basis, perhaps not on dry days, but certainly on days when rainy weather is anticipated. Getting an after-the-fact apology when things don't go as they should is not acceptable.
- Concerned that the proposed sedimentation approach (reviewing plans and inspections reports) in the Development Agreement is reactive. Wants to have a more proactive approach so that failures can be avoided.
- The Agreement says that the University is going to develop a sediment control plan and site inspection guidelines. How will this play out and be enforced during construction?
- The Agreement could include additional language requiring appropriate regular monitoring and inspections based on the level of development and weather conditions.

E-Mails Received

- I propose that the University be asked to provide money for adequate ("external") daily construction regulatory supervision as regards sedimentation and stream buffers, as the town and state are significantly under-resourced to do this job.

23. Neighboring Lands, Compatibility, Buffers

Council-Trustees Work Session, February 11, 2009

Interests Raised by Citizens

- Protection of existing neighborhoods is one of the foundations of Chapel Hill's Comprehensive Plan. When the master planning process for UNC's main campus was ongoing a number of years ago, the Council reinforced that concern for neighborhoods by passing the following in July of 1999: "BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council opposes mass transit routes and technology, including rail, that would have serious adverse impact on any Chapel Hill neighborhood." Hopefully, concern for neighborhood protection is still part of the Town of Chapel Hill's primary goals. With this in mind, our growth, which will in the future include Carolina North, has and will continue to have impacts on neighborhoods in many respects, including transportation. A transportation system that has the least impact on existing

neighborhoods should be the goal of the Council and this should be clearly stated in any development agreement.

- Based on the Town's history, one cannot overemphasize the importance of having something agreed to and in writing about the protection of neighborhoods related to both campuses. It was stated over and over again during the Master Planning process that Pittsboro Street would be the dividing line between the main campus and the Cameron McCauley Street Historic District. This was said often enough and in different places and heard by enough of us keeping up with the process that we thought it was so. Then we found nothing was in writing when the University bought the Dobbins property in our neighborhood. Please put in written protections for all Chapel Hill neighborhoods, not only for encroaching by the University, but also protections from transportation systems invading neighborhoods.

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Written)

- Buffer between MLK Jr. and Carolina North

Council-Trustees Work Session, April 22, 2009

Interests Raised by Citizens

- Regarding Standard G.23.2, which discusses a transitional perimeter, why isn't there a transitional perimeter on the southeast portion of the site that would adjoin North Haven?

Council-Trustees Work Session, May 21, 2009

Interests Raised by Citizens

- Would like to see language inserted stating that the parties to this agreement will not use eminent domain actions which impact neighborhoods.

Council Meeting/Work Session, June 8, 2009

Interests Raised by Citizens

- Regarding "safeguards to neighborhoods" issues, the NRG still has a couple of issues that have not been addressed. Prior to the agreement being signed – and this is a contract, and most anything can be put in a contract, so we are not subject to the normal limits of a special use permit – if the University and the Town do not plan to make any eminent domain or takings in the process of building the campus or widening roads, then why not just say so. Why can this not be specified in the agreement? At the very least, would like to see the Town Manager initiate a Public Hearing.

24. Noise

Chapel Hill Town Council Meeting, October 15, 2008

Interests Raised by Citizens

- How will noise and light pollution associated with the development be minimized?
- What short-term and long-term standards will define acceptable levels of traffic, air particulate, and noise and light emissions associated with Carolina North and how will compliance with those standards be monitored?

Council-Trustees Work Session, December 3, 2008

Interests Raised by Citizens

- Concerned that given the schedule, several of the issues will be touched upon and not revisited again later in the process. Noise and light pollution standards for Carolina North are examples of this concern.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- Concerns conveyed in petition last October, including lack of information available regarding Carolina North's potential impact on traffic congestion, air quality, pedestrian and bicycle safety, and noise and light emissions. Still awaiting a response to this petition and eager to get more information on the issues that were raised.
- What short term and long term standards will define acceptable levels of traffic congestion, air particulate, and noise and light emissions associated with Carolina North, and how will compliance with those standards be monitored? When these thresholds are exceeded, the development agreement should include an impact review or other appropriate oversight activity. In short, Town citizens should have some sort of relief from unanticipated consequences from Carolina North.

Council-Trustees Work Session, February 11, 2009

Interests Raised by Citizens

- The staff process is very opaque. It is hard to tell why so many elements have been moved or not put in tonight's document like housing or lighting. Some things have been totally missed like noise. The draft only talks about construction noise. But what about the chiller plant, Mason Farm, etc.? Noise is not just about construction and needs to be more completely addressed.

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Verbal)

- A lot of time has been spent talking about things in 2035. Need to focus on issues such as noise pollution and light pollution, basically low-hanging fruit that that we should be able to resolve fairly quickly.

Interests Raised by Citizens (Written)

- Point sources for noise in the interior

Council-Trustees Work Session, April 22, 2009

Interests Raised by Citizens

- Regarding light and noise pollution need some additional work. Take a look at an agreement involving the City of Denver and the University of Denver that involved a standard of 0.2 foot candles at the perimeter of the site. They had a lot of the same issues that people have expressed on UNC's main campus.

25. Lighting

Chapel Hill Town Council Meeting, October 15, 2008

Interests Raised by Citizens

- How will noise and light pollution associated with the development be minimized?
- What short-term and long-term standards will define acceptable levels of traffic, air particulate, and noise and light emissions associated with Carolina North and how will compliance with those standards be monitored?

Council-Trustees Work Session, November 18, 2008

Interests Raised by Citizens

- Rather than adhering to the Land Use Management Ordinance's lighting standards, consider idea of looking at the International Dark Skies Initiative and possibly consider using their sample ordinance (or could look at ordinances adopted in Arizona and Hawaii) as part of the Development Agreement.

Public Education Session, November 19, 2008

Interests Raised by Citizens

- Development Agreement can and should go beyond the standards in the Town's Land Use Management Ordinance. An example would be the Dark Skies Initiative – we should start by asking for world class standards, and then negotiate downwards if needed.

Council-Trustees Work Session, December 3, 2008

Interests Raised by Citizens

- Concerned that given the schedule, several of the issues will be touched upon and not revisited again later in the process. Noise and light pollution standards for Carolina North are examples of this concern.

Council-Trustees Work Session, January 14, 2009

Interests Raised by Citizens

- Regarding light pollution, need to be talking about foot candles, not how much the sky glow is going to be.
- Will the dark skies initiative be applied to the interior of the property? The LUMO only discusses illumination at the edge of the property. If we are going to monitor things like sky glow and foot candles on the interior of the property, then it would seem like the Council should be directing the staff to be researching these issues now.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- Concerns conveyed in petition last October, including lack of information available regarding Carolina North's potential impact on traffic congestion, air quality, pedestrian and bicycle safety, and noise and light emissions. Still awaiting a response to this petition and eager to get more information on the issues that were raised.
- What short term and long term standards will define acceptable levels of traffic congestion, air particulate, and noise and light emissions associated with Carolina North, and how will compliance with those standards be monitored? When these thresholds are exceeded, the development agreement should include an impact review or other appropriate oversight activity. In short, Town citizens should have some sort of relief from unanticipated consequences from Carolina North.
- Surrounding neighborhoods currently enjoy a lovely dark sky, and homeowners can presently enjoy star gazing from their yards at night. Concerned about the effect that the Carolina North development will have on the dark sky at night and the general quality of life for those who live and work nearby the proposed development. Need to be thoughtful and careful now, in order to assure the very best possible outcome.

- Need to monitor environmental components now, prior to development.
- Need to pursue properly designed lighting, smart lighting - that shines down where it is needed, rather that up into the sky or into the eye. This type of technology is available now. There is no reason for us to increase the sky glow above our town. There are many reasons - and solutions - to decrease it. Model lighting ordinances and codes are available and should be utilized as part of the proposed development agreement.
- Would like to know what other monitoring is being done – of the air, water, light – by the University or the town.

Interests Raised by Citizens (Written)

- Support special lighting/keeping skies dark

Council-Trustees Work Session, February 11, 2009

Interests Raised by Citizens

- Concerned about lighting – "A dark skies standard should not be applied to the campus as a whole." Would like to know why not? Building Carolina North is kind of like building another downtown. Currently if you are at the airport, we do not have light spillover into the adjoining neighborhoods. But obviously, if the University builds the tall buildings that are being discussed, there will be issues regarding lighting. Need some more information. Wants to understand why this element was dropped and why we are not holding the University to a higher standard.

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Verbal)

- Concerned about lighting. Even though the Town has a lighting ordinance, it has not stopped the Town from creating an orange glow around the Town at night. Should be looking at making careful choices and utilizing the most current standards while also leaving flexibility to adjust to future standards (www.darksky.org).
- Should consider going beyond LUMO and pursuing higher standards such as the Dark Sky Initiatives. Need to pursue standards beyond those included in the LUMO.
- Need to talk about how we are going to monitor and measure compliance. The Development Agreement gives us the chances to think about this issue. How will we measure air pollution? When we talk about dark skies, how much illumination per square foot is acceptable?
- A lot of time has been spent talking about things in 2035. Need to focus on issues such as noise pollution and light pollution, basically low-hanging fruit that that we should be able to resolve fairly quickly.

Public Input/Information Session, March 4, 2009

Interests Raised by Citizens (Written)

- About a year ago, a UNC professor researching sleep disorders recommended that homeowners buy blackout shades if safe lighting in Chapel Hill bothers their sleep.
- Please keep in mind that the first item on any Police, Public Safety list is "light your property".
- People 60 and older need good lighting to attend events after dark.

Public Input/Information Session, April 16, 2009

Interests Raised by Citizens

- Regarding lighting, the draft development agreement specifies that increases in illumination on off-site property shall not result in lighting levels in excess of 0.3 foot-candles – seems very, very strict.
- Regarding the 'dark skies" approach, the current thinking is that 0.1 foot-candles at the property line is a best of class standard.
- Concern about not having enough lighting in residential housing areas. We now have energy efficient fixtures, seems that good lighting is important for the safety of pedestrians and bicyclists. Advice from police department also suggests keeping things illuminated in the vicinity of residences to discourage illegal activity.

Interests Raised by Citizens (Written)

- The primary focus of lighting should be safety. People in residences can buy blackout shades.

Council-Trustees Work Session, April 22, 2009

Interests Raised by Citizens

- Regarding complaints about lighting, there are a lot of people who cannot see well at night due to the currently existing low levels of lighting. Research has shown other jurisdictions have twice as much lighting as Chapel Hill. Believes that trees add to difficulty of properly lighting key areas around the Town. Lighting has to facilitate ability for older people to get around.
- Regarding light and noise pollution need some additional work. Take a look at an agreement involving the City of Denver and the University of Denver that involved a standard of 0.2 foot candles at the perimeter of the site. They had a lot of the same issues that people have expressed on UNC's main campus.

E-Mails Received

- The campus should use ***LED lining along all walkways, streets halls, bus stops, and reflecting off building wall surfaces***. Light show shine on what we are trying to see, not in the sky or in our eyes, These lights should be near to the ground so light doesn't shine in the eyes or add to the

light pollution. LEDs not only use less power, but set low, they can improve visibility of everything at nighttime without adding light pollution and wasting the light. If surfaces are lit, instead of the "air" the campus will be more pleasant for everyone as well as being more Green.

26. Existing Conditions

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- What happens to the existing park and ride lot that is located off of Estes Drive near North Haven? Does it continue to operate in the future as it does today? What happens to this facility over the life the Development Agreement? If it is proposed to remain in place, will there be internal connections to it?

27. Annual Report

Council-Trustees Work Session, April 22, 2009

Interests Raised by Citizens

- Regarding Sections 4.12 and 4.13 of the draft development agreement which discuss the "Annual Report" and the "Periodic Review," there has not been a lot of discussion regarding enforcement and compliance outside of just not approving new development. A lot of citizens have asked what is going to happen. Need to firm up this process.

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- Is there any way other than the annual report, to use the Town's online internet resources to let people know what is happening after 6 months (so many buildings have been reviewed, etc.)? Citizens will want to see what is happening. Would be nice to have more information and provide greater transparency several times throughout the year rather than just once a year. Would be nice if we had a "living document" to share information at regular intervals.

Public Input/Information Session, June 11, 2009

Interests Raised by Citizens

- Where is it specified what transportation-related information is included in the Annual Report?

28. Schedule of Triggers and Thresholds for Actions

Public Input/Information Session, June 11, 2009

Interests Raised by Citizens

- There are a number of important places in the document that set 800,000 SF as an important threshold where things get reviewed. In light of changing economic conditions, how set is 800,000 SF as the first major stage of development? What if the first phase of the development ends up being 600,000 SF, or some amount less than 800,000 SF, and those thresholds of review do not get triggered in the manner that is anticipated?

Council Meeting, June 22, 2009

Interests Raised by Citizens

- NRG looks forward to working with the Town and the University on the priorities identified by NRG outreach efforts with citizens in Chapel Hill and Carrboro: (1) promoting full public understanding of the contents of the Development Agreement and its potential impact on Chapel Hill and Carrboro residents; (2) working with the Council to put together an ambitious comprehensive plan for promoting public awareness and participation; (3) monitoring key aspects of the Development Agreement and recommending changes if they prove to be ambiguous, difficult to implement, or require new solutions; (4) petitioning the Town for a transparent and comprehensive calendar for milestones and triggers as spelled out in the Development Agreement; and (5) collaborating with Town officials on strategies to highlight legislative intent for issues important to future generations of Chapel Hill residents.

Other Interests & Comments

Council-Trustees Work Session, November 18, 2008

Interests Raised by Council Members

- Airport issue is imbedded in Carolina North negotiations, but Town does not have any further information and does not know any more than the citizens at this point in time. Also, anticipate that if the University has something further to say regarding the airport, the Council expects that they will do it at a different time other than one of the Carolina North meetings.

Interests Raised by Citizens

- Airport is directly related to Carolina North, as plans to close Horace Williams have placed rural areas in southwest Orange County directly under scrutiny as potential new airport locations. This displacement would have a direct impact on these communities. NC legislature has approved a relocation process that does not involve public input from the potentially affected property owners. Thus, the Carolina North discussions are the only avenue to speak to this issue. Recommend moving and keeping AHEC at RDU.
- With the Innovation Center being delayed, it would also appear that the timeline for airport closure is up for debate. Would like to hear the University's comments on this issue.

- Need to look at alternative standards for particulates for the new methane facility. Although this facility is not necessarily part of Carolina North, we need an agreement to adhere to particulate standards beyond what the Town and the State normally require.
- Request that a future opportunity be provided to have a discussion regarding the airport.
- In the background materials submitted by the University on October 31st, there is only one sentence regarding the airport, and it mentions a study done by Talbert & Bright in 2005. Is it possible to get a copy of this report? What is the timetable for closure of the airport? What is happening with the AHEC operations that are currently based at the Horace Williams Airport?
- Suggestion that construction management should be an item on the list for discussion. Construction on the main campus has had a major impact on vehicular, bike and pedestrian circulation. This project will impact two major transportation corridors (Martin Luther King Jr. Boulevard and Estes Drive Extension). It is important to contemplate who is going to have the final say regarding how much construction is allowed at any given time, and what the impacts may be.

Public Education Session, November 19, 2008

Interests Raised by University Participants

- The chemical waste site has been remediated.

Interests Raised by Citizens

- Has the chemical waste site been remediated?
- Does the current plan require closure of the airport? If so, the public discussion of the Carolina North development must include discussion of the airport relocation because it is being displaced by Carolina North.
- If Carolina North is displacing the Horace Williams Airport to another location, shouldn't the Orange County Commissioners be involved in these discussions?

Council-Trustees Work Session, December 3, 2008

Interests Raised by Citizens

- Carolina North is a chance to learn from our mistakes on the main campus and get everything right.
- Need to accept that construction activity is a natural part of development.
- If land has to be taken for a new airport location because the Horace Williams airport is being displaced by Carolina North, would hope that residential land could be avoided.

Council Work Session, January 10, 2009

Interests Raised by Council Members

- No land disturbance should occur while negotiating is in progress.

Council-Trustees Work Session, January 14, 2009

Interests Raised by Citizens

- Opportunity to develop a sustainable vegetable garden at Carolina North in close proximity to the new homeless shelter. Would be a good opportunity to advance studies for sustainability, environmental studies, and carbon reduction.
- Discussion seems to be focused at the "1,000-foot level," it is time to begin to drill down on some of the particular details.

Public Input/Information Session, January 29, 2009

Interests Raised by Citizens (Verbal)

- With the Innovation Center being postponed/delayed due to economic conditions, how does this affect the rest of Carolina North?

Interests Raised by Citizens (Written)

- Use of locally sourced timber from Carolina North
- Think Universal Design Standards-facility that accommodates individuals of all stages of disabilities.
- On the current proposed plan the Innovation Center and Law School are at opposite ends of Phase I. Should not the building be progressively phased so that the disruption of infrastructure is minimized?

Interests Raised by University Participants

- Innovation Center is going to be a private building built by Alexander Real Estate. They are obtaining a Special Use Permit so that they can start construction at such time when they obtain financing.
- Regarding the interpretation that the Innovation Center is only going to be 25% occupied by University functions, actually is the case that no more than 25% of the building will be occupied by the University's Technology Transfer staff who are intended to be in support of the tenants. The purpose of the Innovation Center is to provide a convenient location for University researchers to have access to space as part of starting up and operating new companies and pursuing commercial development of intellectual property.

Public Input/Information Session, February 19, 2009

Interests Raised by Citizens (Verbal)

- Need to talk about how we are going to monitor and measure compliance. The Development Agreement gives us the chances to think about this issue. How will we measure air pollution? When we talk about dark skies, how much illumination per square foot is acceptable?
- Recommendation that the Town encourage the University to use local labor for construction, green buildings, solar systems, etc.

Interests Raised by Citizens (Written)

- Gardens – for food and beauty without chemicals
- Community Garden to provide local, organic food and build community
- Include quads like main campus

Public Input/Information Session, April 1, 2009

Interests Raised by University Participants

- The University is beginning to experience a problem with people taking their dogs to the Carolina North property and letting them run off-leash.

Council Work Session, April 8, 2009

Interests Raised by Council Members

- When the airport and runway are demolished, are there hazardous chemicals that need to be mitigated? Is this a potential concern?
- Remove any reference to a north/south road connection to Homestead Road from all maps.

Council-Trustees Work Session, April 22, 2009

Interests Raised by Council Members

- What about environmental clean-up (jet fuel, etc.) at the airport?

Interests Raised by Citizens

- Emphasis in Chapel Hill regarding "my neighborhood, my neighborhood" is unusual compared to other places. Need to focus on what is best for the Town rather than individual concerns.

Council Public Hearing, May 11, 2009

Interests Raised by Council Members

- Would like confirmation of where the Town's corporate limits are specifically located along Seawell School Road.

Council Meeting/Work Session, June 8, 2009

Interests Raised by Council Members

- It is important for citizens to understand that the Development Agreement is going to evolve over time and that there are trigger points and there are mechanisms embedded in the document that will dictate what happens in the future. There is also going to be a significant amount of public participation involved, but it is a Council choice with regard to how that citizen involvement takes place. However, public participation is not something that belongs in the Development Agreement. There are many places in the document where is says the Town Manger is going to do this, and he is going to do that, and that a short range transit plan is going to be prepared. So, what does a short range transit plan look like from the perspective of the Town? Believe that the Council should adopt some sort of Carolina North policy that discusses citizen involvement. For example, a short range transit plan would be developed and would go to the Transportation Board, and would go to the Bicycle and Pedestrian Advisory Board, and would go to the Greenways Commission and would have a Public Hearing and the Council would formally endorse it. Need to itemize where there is going to be future public involvement as part of this agreement, it would be very helpful at declaring the Council's intentions going forward. Would be more indicative of all of the Town's processes that incorporate citizen involvement and incorporate it in the final decisions that get made.

Council Public Hearing, June 15, 2009

Interests Raised by Citizens

- Although Section 5.16.8 references the airport closure, there is no requirement in the Development Agreement that the Horace Williams Airport be closed.

E-Mails Received

- I am e-mailing to inquire about the proposed new Carolina North Campus. I am currently a Sophomore at the University of North Carolina at Chapel Hill in the school of Journalism and Mass Communication. I am inquisitive about this new campus because I am unaware of its purpose. What it seems like to me is that they want to build businesses along with some classes on it. I think this would be a terrible idea for many reasons. The first and most important is that it takes away from the life of the "Carolina Student". Carolina is a beautiful campus known for its fantastic education and well knit community. Everything is close: from dorms, to athletic stadiums, arenas and fields, to workout facilities, to classrooms, and Greek life everything is within walking distance. With the building of "Carolina North" we would be dividing not only the Carolina community but also the campus. It would take a huge chunk out of what is considered the Carolina experience. I know I love being at a school that is not divided up like Georgia Tech or NC State. I came all the way across the country from California to be at a school that is complete, built close together and has a great college town community.

Another important reason is that by using the campus for things like the "Innovation Center" and other non-scholastic purposes would also be detrimental to our University. Right now our campus consists of buildings that are devoted to students and different activities for the students. This innovations center-at least the way it is portrayed-would serve no purpose to the UNC-CH student and professor community. I think the best option would be to sell or lease the land to businesses and companies that want to build there and allow them to run their buildings and businesses without relying on the University. The University of North Carolina at Chapel Hill is a university nationally known for the lifestyle of a college town that is closely constructed. Many people, like myself, come to this wonderful university to be at a top academic university that is not built among other things and is clearly a unified college campus. I know that if Carolina North turns out to be what it is sounding-with some academic buildings and some non-academic buildings, many students and alumni will be displeased and frustrated that their once close and convenient campus is being transformed into a spread out, mixed university/city as NC State and Georgia Tech are. Not to mention it may turn away many other very intelligent students that would have otherwise considered Carolina as an option. Many students who may be qualified for higher institutions such as Harvard or the other ivy leagues or other private universities such as William and Mary, Tufts and Duke may be choosing the University of North Carolina at Chapel Hill for its college town experience and closely built convenient environment. However, without that we may be giving them a reason to look elsewhere because we will be lacking those attracting qualities. The students and alumni especially make Carolina the well respected, well known, highly ranked university it is. So please, I ask you, to completely reconsider your plans for this land that is so called "Carolina North".