

Approximate Time*

- The Chapel Hill-Carrboro School System has requested a minor modification of its conditional use permit for the McDougle Middle School for the purpose of recording a subdivision plat which will subdivide the 40.132-acre tract of land where the school is located into a 28.433-acre tract for the existing middle school and an 11.699-acre tract for the proposed elementary school. This subdivision represents a minor modification of the CUP which necessitates review and approval by the Board of Aldermen, but does not require a public hearing unless the Board desires that one be held. The administration is recommending that the minor modification be approved.

8:40 - 8:50
P/5

(4) Adoption of a Safety and Loss Control Policy Statement

The purpose of this agenda item is to adopt a Safety and Loss Control Policy Statement for the Town of Carrboro.

8:50 - 9:00
P/5

(5) Status Report on Carrboro Park and Ride Lot

The Board of Aldermen at its September 20, 1994 meeting authorized the town staff to continue negotiations with the leasing agent for Carrboro Plaza on renewing the town's lease on the current park and ride lot. The town staff will provide a status report on these negotiations.

9:00 - 9:10 BREAK

9:10 - 9:20
P/5

(6) Comprehensive Recreation and Parks Master Plan

The Chair of the Recreation and Parks Commission met with the Agenda Planning Committee on December 6, 1994 to discuss the meeting format for public input and adoption of the Comprehensive Recreation and Parks Master Plan. This agenda item will allow the Board of Aldermen to approve this format and discuss matters concerning the review process of this plan.

9:20 - 9:35
P/5

(7) Worksession on Sewer Extension Policies in Joint Planning Area

8:05
The purpose of this item is to review the existing Joint Planning Area policies associated with the extension of public water and sewer facilities. Following this review the Board should determine if it wishes to seek any changes in the existing policies.

9:35 - 9:50
P/5

(8) Discussion of Organization of Landfill Owners' Group

The need to develop a new landfill has forced the Landfill Owners' Group to evaluate its organizational structure in order to finance and operate this facility. Over the years when discussing various solid waste management issues relating to the Landfill Owners' Group, members of the Board of Aldermen have expressed concerns or interests. The purpose of this agenda item is to simply list these individual interests and concerns so they can be taken into consideration during preliminary discussions.

9:50 - 9:55
NP

(9) Appointment to Agenda Planning Committee

The Board will consider making an appointment to the Agenda Planning Committee to replace Alderman Gist whose term expires this month.

9:55 - 10:05
P/5

(10) Report from Community Building Subcommittee on Establishment of a Neighborhood Council

The Community Building Subcommittee will present a report on the establishment of a neighborhood council.

- 10:05 - 10:15 F. MATTERS BY MANAGER
- 10:15 - 10:25 G. MATTERS BY TOWN ATTORNEY
- 10:25 - 10:35 H. MATTERS BY BOARD MEMBERS

*The times listed on the agenda are intended only as general indications. Citizens are encouraged to arrive at 7:30 p.m. as the Board of Aldermen at times considers items out of the order listed on the agenda.

BOARD OF ALDERMEN

ITEM NO. D(1)

AGENDA ITEM ABSTRACT

MEETING DATE: December 13, 1994

SUBJECT: REQUEST TO SET A PUBLIC HEARING for January 3, 1995, to consider a conditional use permit that would allow a combination use permit at 711 West Rosemary Street

DEPARTMENT: PLANNING DEPARTMENT	PUBLIC HEARING: YES ___ NO <u>X</u> ___	
ATTACHMENTS:	FOR INFORMATION CONTACT: Wayne King or Keith Lankford --968-7712	
THE FOLLOWING INFORMATION IS PROVIDED:		
(x) Purpose	(x) Action Requested	() Analysis
(x) Summary	(x) Recommendation	

PURPOSE

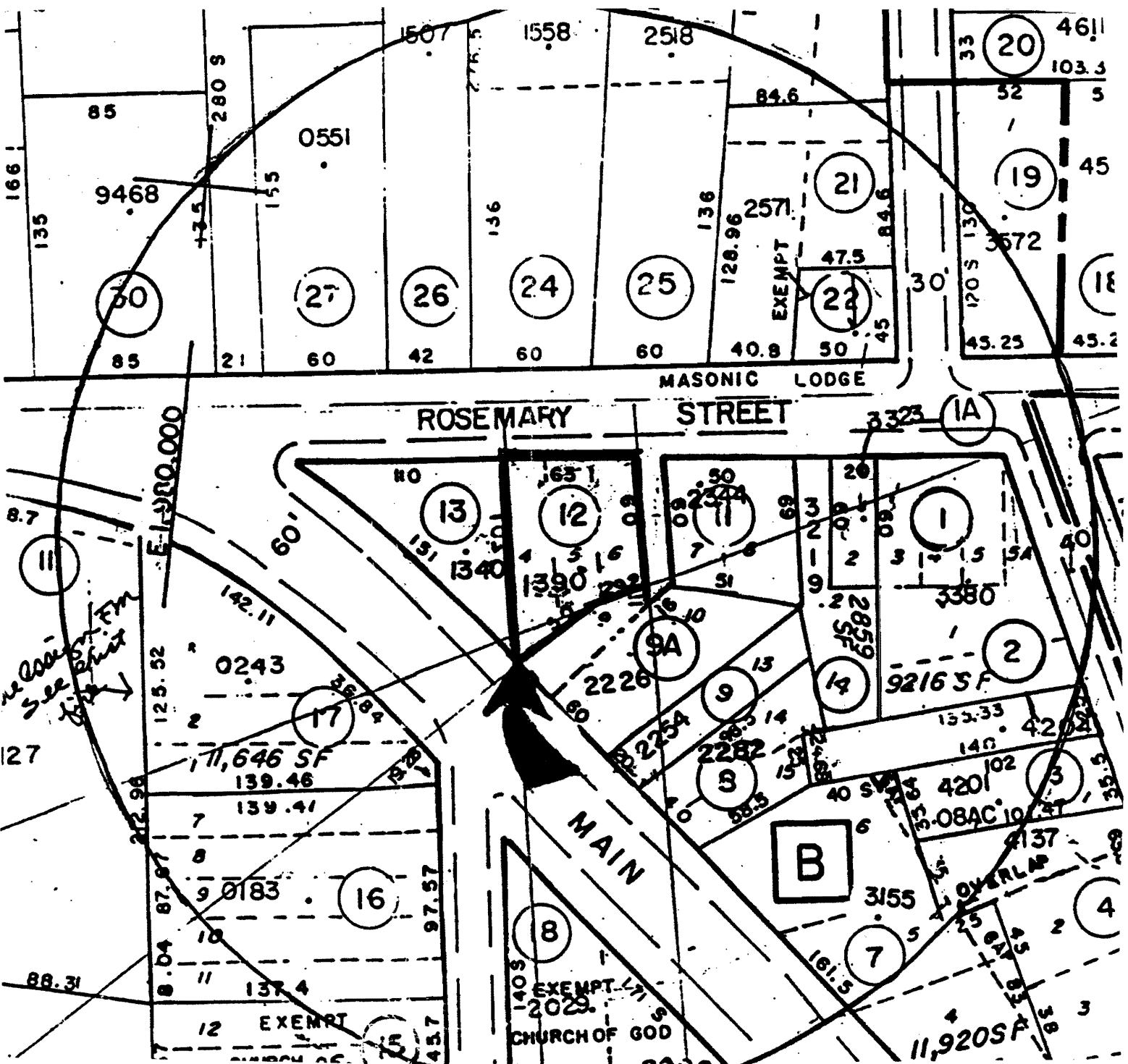
To set a public hearing for the consideration of the issuance of a conditional use permit (CUP) that would allow a combination use project (USE CODE 27.000; The land use ordinance allows combination use permits to be issued for more than one principal use that requires more than one type of permit as per section 15-154 Combination uses as described in the Carrboro Land Use Ordinance. The applicant is requesting a combination use conditional use permit that allows the following use codes:

- 2.000 Sales and rental of goods, Merchandise and equipment;
 - 2.110 High-volume traffic generation, 2.120 Low-volume traffic generation, 2.130 Wholesale sales.
- 3.000 Office, clerical, research and services Not primarily related to goods or merchandise;
 - 3.100 All operations conducted within a fully enclosed building;
 - 3.110 operations designed to attract and serve customers or clients on premises, such as the offices of attorneys, physicians, other professions insurance and stock brokers, travel agents, government office buildings, etc., 3.120 Operations designed to attract little or no customer or client traffic other than employees of the entity operating the principal use.,
- 8.000 Restaurants (including food delivery, services), Bars, Night Clubs,
 - 8.500 Carry out service (food picked up inside for off-premises consumption)
 - 8.600 Food delivery
- 13.000 Emergency services
 - 13.100 Police Station

This project is located on .082 acres and is located at 711 West Rosemary Street

SUMMARY

John Dunkle, ETAL and Melissa Polier have applied for a conditional use permit that would allow a combination use project on .082 acres located at 711 West Rosemary Street. This property is near the



BOARD OF ALDERMEN

ITEM NO. E(1)

AGENDA ITEM ABSTRACT

MEETING DATE: December 13, 1994

SUBJECT: Presentation by Jim Ritchie - TTA Fixed Guideway Study

DEPARTMENT: PLANNING DEPARTMENT	PUBLIC HEARING: YES ____ NO ____						
ATTACHMENTS: Agenda of the Public Meeting & Open House for the Triangle Fixed Guideway Study held on October 26, 1994.	FOR INFORMATION CONTACT: Kenneth Withrow, 968-7713						
THE FOLLOWING INFORMATION IS PROVIDED: <table><tr><td><input checked="" type="checkbox"/> Background</td><td><input checked="" type="checkbox"/> Action Requested</td><td><input type="checkbox"/> Analysis</td></tr><tr><td><input checked="" type="checkbox"/> Alternatives</td><td><input checked="" type="checkbox"/> Recommendation</td><td></td></tr></table>		<input checked="" type="checkbox"/> Background	<input checked="" type="checkbox"/> Action Requested	<input type="checkbox"/> Analysis	<input checked="" type="checkbox"/> Alternatives	<input checked="" type="checkbox"/> Recommendation	
<input checked="" type="checkbox"/> Background	<input checked="" type="checkbox"/> Action Requested	<input type="checkbox"/> Analysis					
<input checked="" type="checkbox"/> Alternatives	<input checked="" type="checkbox"/> Recommendation						

PURPOSE

Alderman Frances Shetley had requested at the September 20 Board of Aldermen meeting that the town staff contact Jim Ritchey with the Triangle Transit Authority, and ask that he present a report to the Board of Aldermen on light rail transit. The administration recommends that the Board receive the report.

SUMMARY

None

ANALYSIS

None

RECOMMENDATION

The administration recommends that the Board receive the report.

ACTION REQUESTED

That the Board receive the report.

Agenda

Triangle Fixed Guideway Study Phase III Alternatives Evaluation Public Meeting & Open House

October 26, 1994

4:00 PM to 9:00 PM

Holiday Inn at Research Triangle Park

Meeting Goal:

To Compare our Regional Vision to the three Land Use and Transportation Options which have been developed and evaluated as Alternatives to the *Current Trend* Future in 2020.

Agenda topics

4:00-9:00 PM

View Graphic Displays/Audio-Visual presentations

We have organized the display area to take you step by step through the Study Goals, the findings of the Current Trend Future, and then Alternatives A, B, and C. Please give us your comments on the flip charts provided at each station, on the comment banner, or drop a comment card in the box located in the center of the display room.

5:30 & 7:00 PM

Main Presentations

The presentations will focus on a comparison of the attributes of the three alternatives, what we've heard from you so far, and what we think a composite alternative might look like. A discussion and question & answer period will follow the presentation.

7:30 PM

Focus Groups

Join us immediately after the 7:00 p.m. presentation for in-depth discussion of the alternatives and how you feel the various options compare to our Regional Vision.

Study Resource People:

TTA: Jim Ritchey, General Manager; Juanita Shearer-Swink, Senior Transportation Planner; Joe Huegy, Senior Transportation Planner; Kelly Goforth, Planning Analyst

Consultants: George Alexiou, Parsons Brinckerhoff; Ed Womack, Parsons Brinckerhoff; Kathy Stein-Hudson, Howard/Stein-Hudson Associates

Triangle Fixed Guideway Study

Phase III Alternatives Evaluation

Triangle Transit Authority
Parsons Brinckerhoff

Study Concept

- Develop Consensus within Durham, Orange, and Wake Counties Concerning the Desirability, Feasibility and Location of a Fixed Guideway Transit System

Federal Transportation Planning Process

- | | |
|--------------------------------|-------------------|
| ● TFGS - Preliminary Planning | 1½ - 2½ yrs |
| ● Major Investment Analysis | 1 - 2 yrs |
| ● Prelim. Engineering / EIS | 1½ - 2 yrs |
| ● Guideway Design/Construction | <u>2½ - 5 yrs</u> |
| ● Begin Guideway Operation | 2000 - 2005 |

Decision Making Process

- TFGS *Broad-Choice Decisions*
- MIA.....*More Focused Decisions*
- PE/EIS.....*Commitment Decisions*
- Design/Construction.....*Implementation Decisions*

Decisions.....TFGS

Phase I - IV, 1993 - 1994

- Do we want to continue to pursue Fixed Guideway Transit?
- Do the Benefits of the System justify the costs?
- If so, what are our System Preferences?

Decisions.....TFGS

- How do these Preferences support our Regional Goals?
- What are the likely Stages of Development and Type of System based on the broad operating and cost studies in hand?

Decisions.....MIA

Major Investment Analysis, 1995 - 1996

- For the first Development Stage, what are the Tradeoffs of different Transit Systems?
- What System works the Best?
- What are the Environmental Impacts and are they Acceptable? (EIS process)
- What are the System Costs and can we pay for them?

Decisions.....PE/FEIS

Preliminary Engineering/Final Environmental Impact Study, 1996-1998

- For the first Development stage, how do we Resolve more detailed planning, design, engineering and environmental Challenges?
- Are the Triangle Region and Local Governments ready to Commit their share of Local Resources to the Transit System?

Decisions.....PE/FEIS

Prelim. Engineering/EIS

- Are the State and Federal Governments willing to make their Commitments to the System if called upon?
- Are we collectively ready to Commit to a Fixed Guideway System?

Decisions.....Design/ Construction

Guideway Design/Construction, 1997-1999

- How do we resolve Final Design issues?
- How do we keep Construction within cost, time, and impact Guidelines?

Decisions.....Guideway Operation

Guideway Operation, 2000-20005

- How do we Improve Service?
- What are the Opportunities to Expand Service in the next stage of Operation?

Foundation of Decisions

- How do we want to *Live* in the Triangle Region?
- How do we want to *Travel* in the Triangle Region?
- What are we Willing to Pay for?
- What is to be our Quality of Life?

Meeting Mission

- Review Problems & Opportunities the Triangle Region will face in 2020 if Current Trends Continue
- Understand how 3 Land Use & Transportation Alternatives might impact our Quality of Life
- Identify Likes and Dislikes from Various Options

TFGS Phases

- Phase I Study Design
- Phase II Regional Analysis and *Current Trend* Future
- Phase III Alternative Development and Analysis
- Phase IV System Plan Development

Current Products & Tasks

- Phase I & II Technical Report
- Transportation Model Documentation
- Phase III Working Papers
 - Description of Alternative Concepts
 - Evaluation of Land Use Impacts
 - Economic Reasonableness of Land Use Alts
 - Environmental Assessment of Alternatives
 - Phase III Model Results
 - Capital and Operating Cost Estimates
 - Analysis of Funding Alternatives

Population Forecast

County	1990	2020	Change
Durham	182	285	56.6%
Orange	94	143	52.1%
Wake	423	801	89.3%
Total	699	1,229	75.8%

Data in Thousands

Source: NC Office of State Planning

Employment Forecast

County	1990	2020	Change
Durham	143	233	62.9%
Orange	52	84	61.5%
Wake	304	574	88.9%
Total	499	892	78.8%

At Place Employment Data in Thousands

Source: Triangle Transit Authority

Triangle Annual Growth Rates

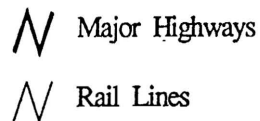
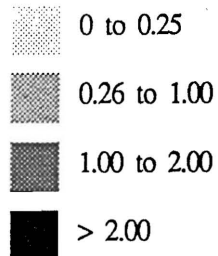
Decade	Population	Employment
1980 - 1990	2.80%	4.62%
1990 - 2000	2.30%	2.82%
2000 - 2010	1.83%	1.72%
2010 - 2020	1.57%	1.33%

Sources: U.S. Dept. of Commerce, Census Bureau; Office of State Planning; Triangle Transit Authority

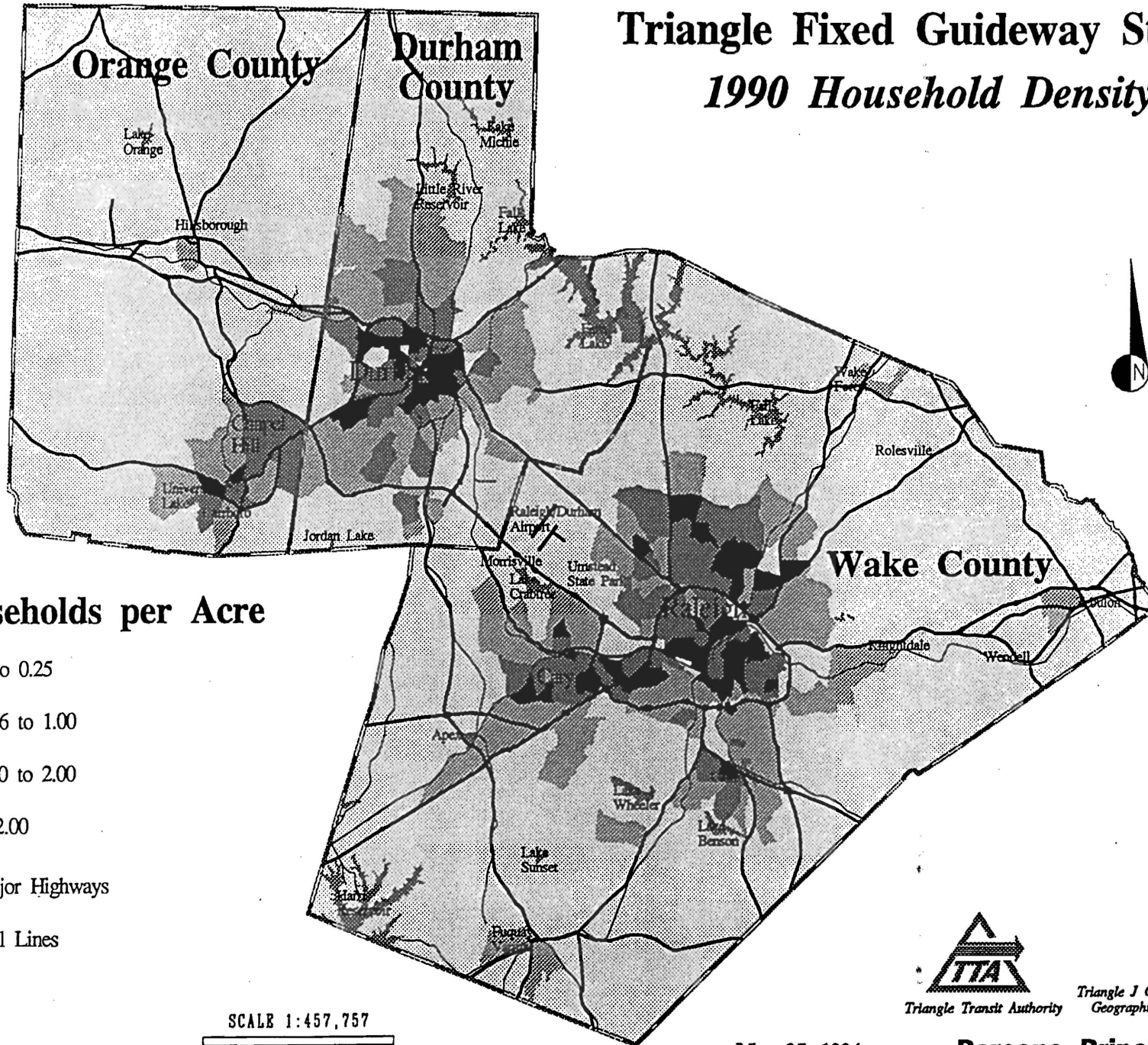
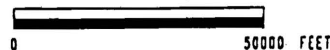
Triangle Fixed Guideway Study

1990 Household Density

Households per Acre



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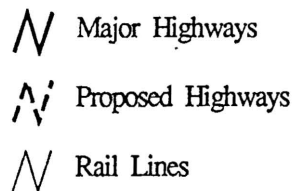
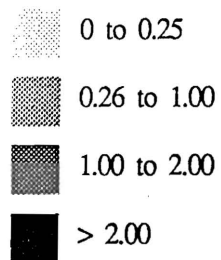


May 25, 1994

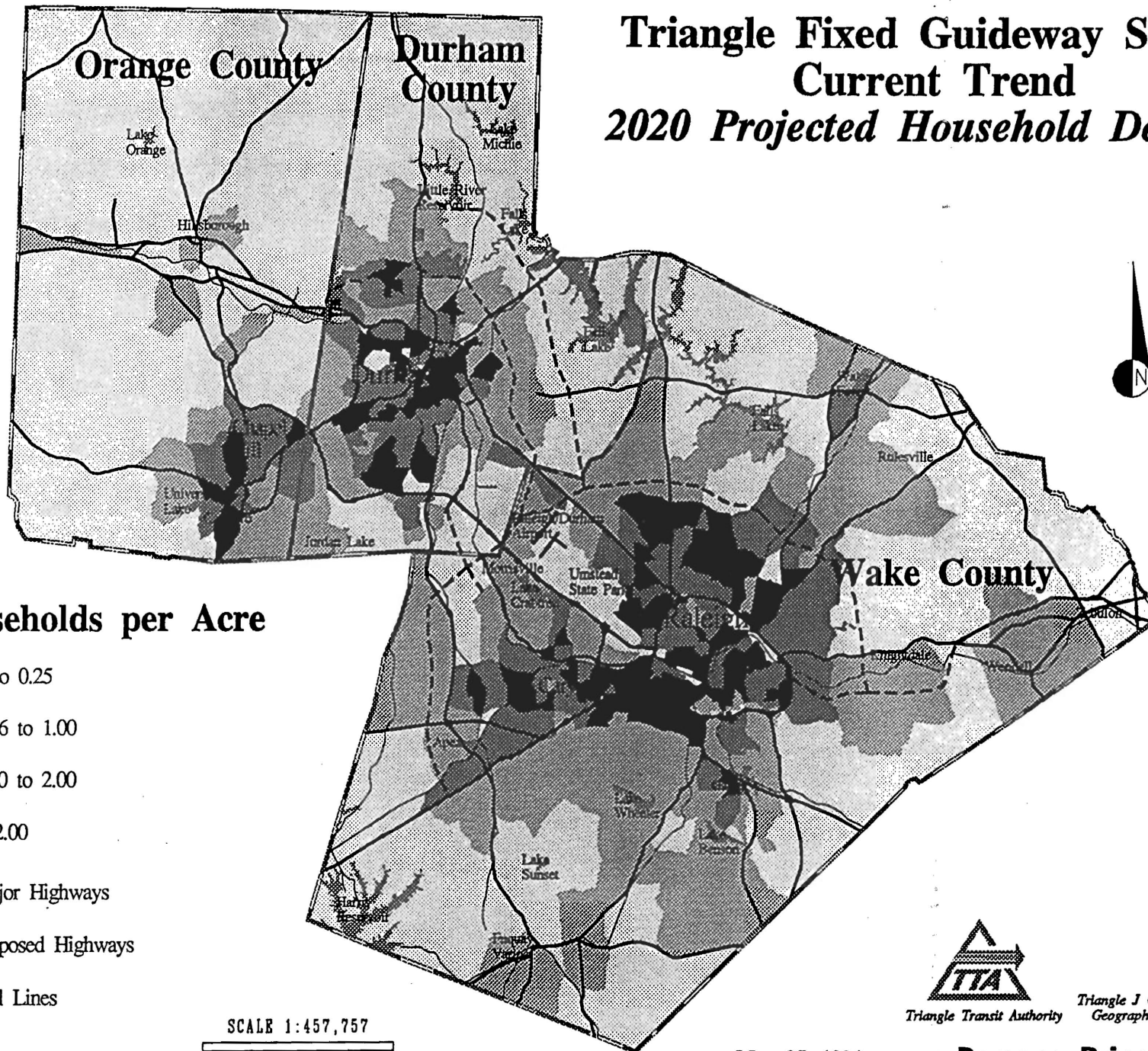
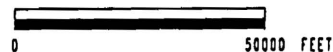
Parsons Brinckerhoff

Triangle Fixed Guideway Study Current Trend 2020 Projected Household Density

Households per Acre



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Triangle Transit Authority



Triangle J Council of Governments
Geographic Information System

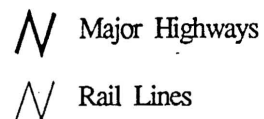
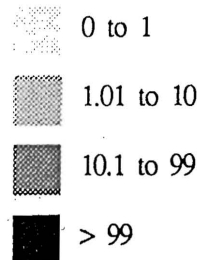
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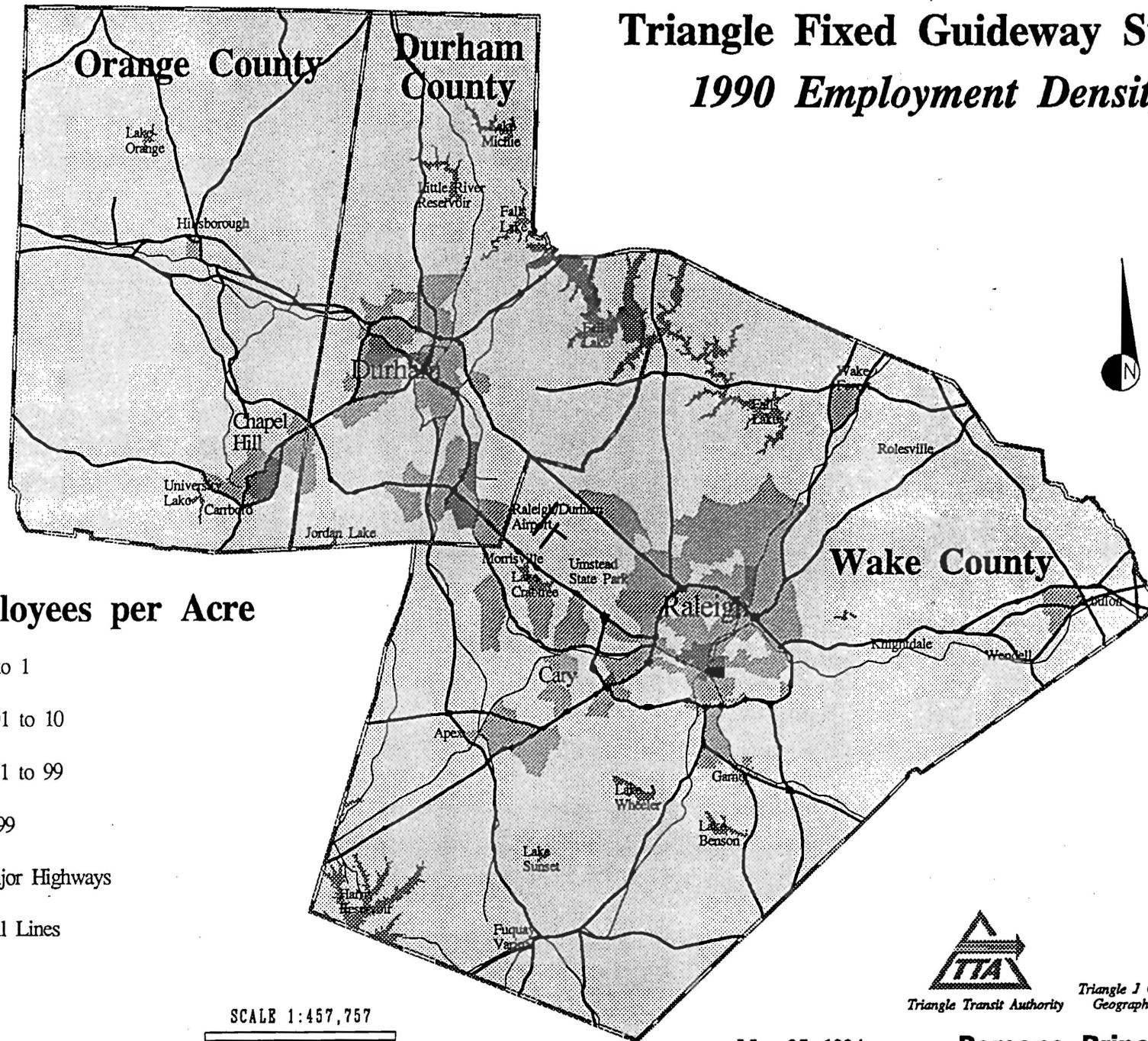
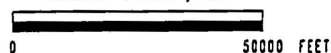
Triangle Fixed Guideway Study

1990 Employment Density

Employees per Acre



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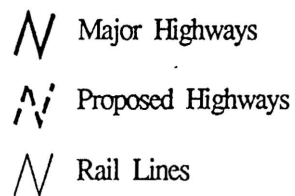
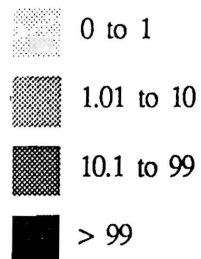
Triangle J Council of Governments
Geographic Information System

May 25, 1994

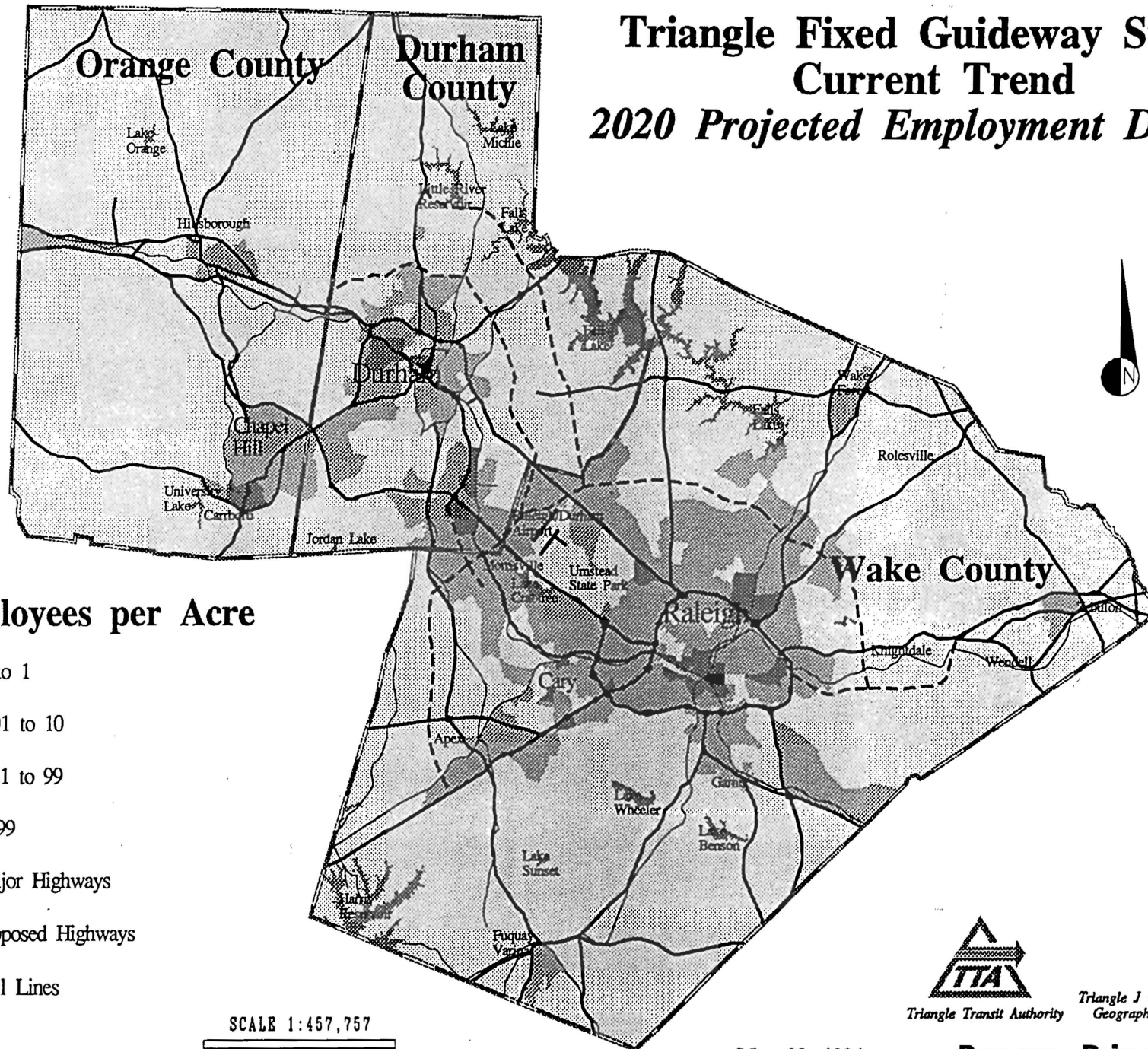
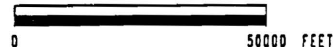
Parsons Brinckerhoff

Triangle Fixed Guideway Study Current Trend 2020 Projected Employment Density

Employees per Acre



SCALE 1:457,757



Triangle Transit Authority



Triangle Council of Governments
Geographic Information System

May 23, 1994

Parsons Brinckerhoff

Land Use Allocation

- Current Trend Future
- "A" High Concentration of Growth
- "B" Moderate Concentration of Growth
- "C" No Change from Current Trend

Land Use Allocation Method

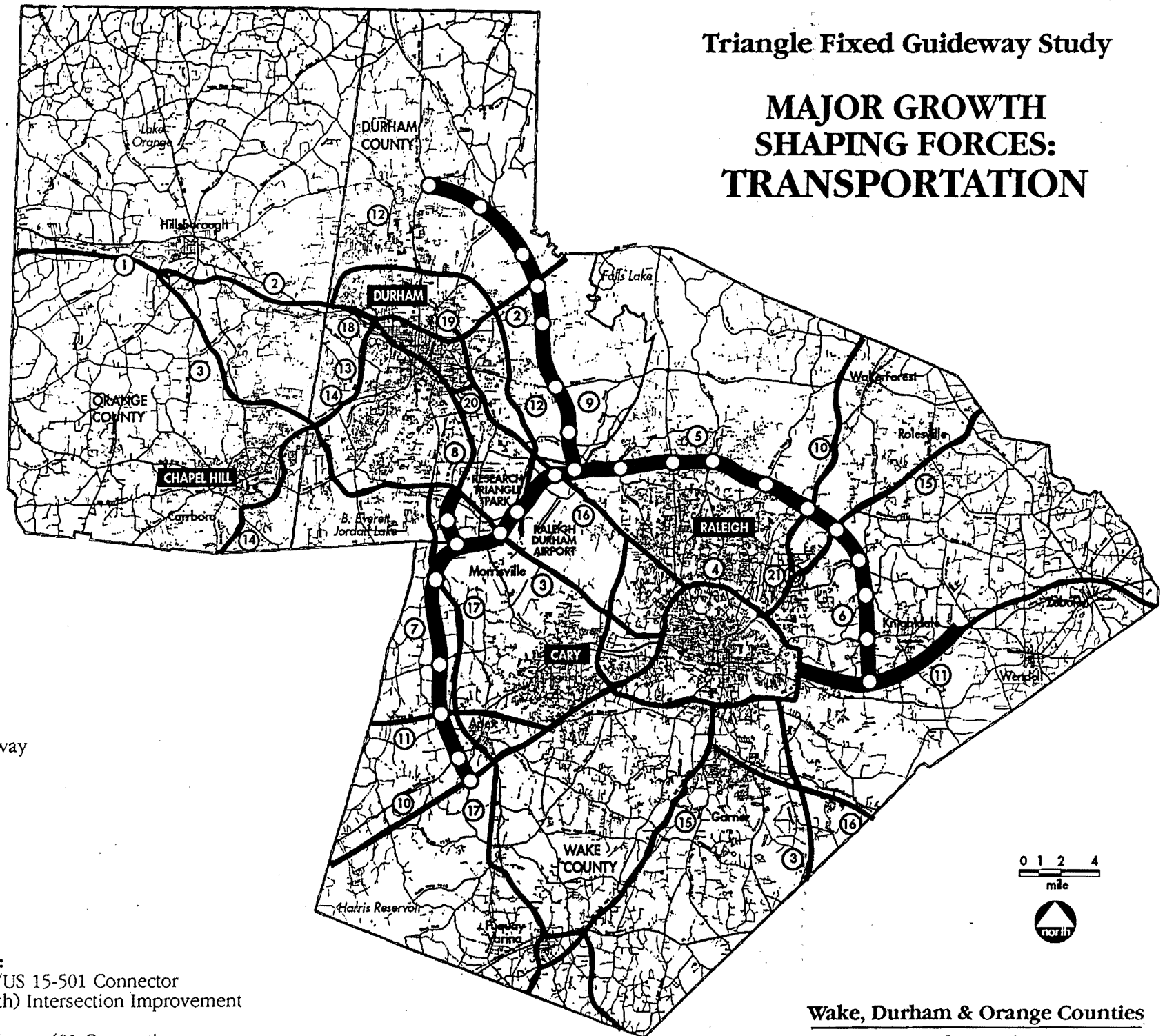
- Establish County Control Totals
- Understand Growth Shaping Forces
- Determine Possible Locations for Growth
- Station Area Index of Development Intensity
- Review/Revision by Local Staff
- Allocation to Traffic Zones

Current Trend Future Growth Shaping Forces

- Natural and Built Environment
- Transportation System
- Private Sector
Hot Spots, Trends, Industrial Development
- Public/Private
Centennial Campus, Orange Co. Development Zones
- Public Sector
Downtowns, State Property, Transportation Investments,
Redevelopment Areas, Land Use Controls

Triangle Fixed Guideway Study

MAJOR GROWTH SHAPING FORCES: TRANSPORTATION



LEGEND

Interstate/Freeway:

- 1. I-40 & I-85
- 2. I-85
- 3. I-40
- 4. I-440
- 5. North Wake Freeway
- 6. East Wake Freeway
- 7. West Wake Freeway
- 8. Durham Freeway
- 9. Durham Northern Freeway

US Highway

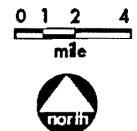
- 0. US Highway 1
- 1. US Highway 64

Boroughfares:

- 2. Eno Drive
- 3. US 15-501 Bypass
- 4. US 15-501
- 5. US Highway 401
- 6. US Highway 70
- 7. NC 55

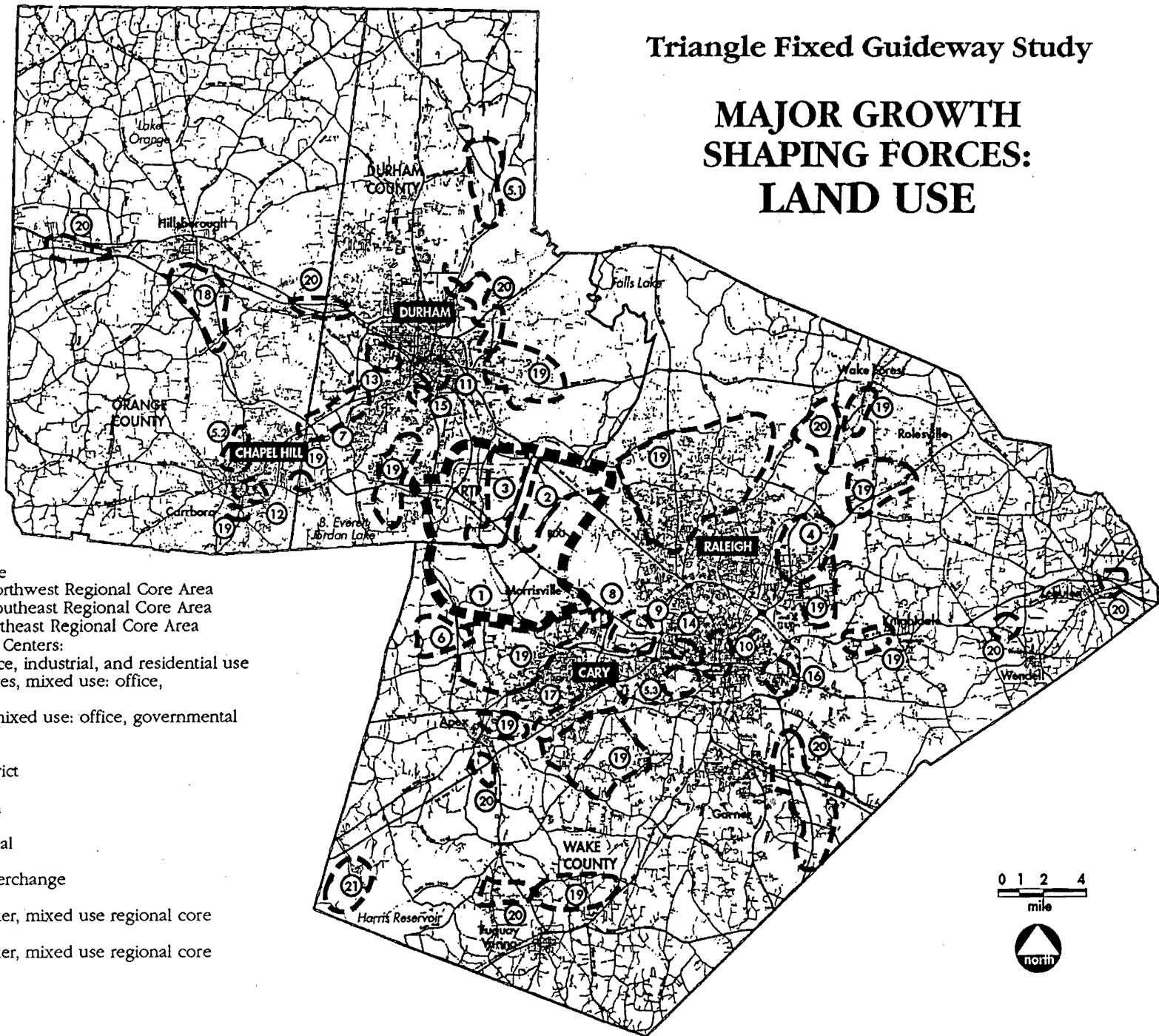
mobility Enhancements:

- 8. I-85/Durham Freeway/US 15-501 Connector
- 9. I-85 (East)/US 70 (South) Intersection Improvement
- 0. East End Connector
- 1. US Highway 1/US Highway 401 Connection



Wake, Durham & Orange Counties
North Carolina

MAJOR GROWTH SHAPING FORCES: LAND USE



LEGEND

1. Mid-Region Employment Hub
Durham, Raleigh, Cary and Morrisville
2. Planning/Development of Raleigh's Northwest Regional Core Area
3. Planning/Development of Durham's Southeast Regional Core Area
4. Planning/Development of Raleigh's Northeast Regional Core Area
5. New High Density/R&D Employment Centers:
 - 5.1 Treyburn: regional shopping, office, industrial, and residential use
 - 5.2 Horace Williams Airport: 1250 acres, mixed use: office, residential, and recreational uses
 - 5.3 Centennial Campus: 1000 acres, mixed use: office, governmental and university use
6. West Cary
extended industrial/employment district
7. 15-501 Corridor
retail land use, circulation/congestion
8. Cary I-40 Corridor
employment vs. low density residential
8. Development of State Property
entertainment center, fairgrounds, interchange
10. Downtown Raleigh
employment growth, convention center, mixed use regional core
11. Downtown Durham
employment growth, convention center, mixed use regional core
12. Downtown Chapel Hill/UNC Campus
13. Duke University/Medical Center
14. North Carolina State University
15. North Carolina Central University
16. Planning/Development of Southeast Raleigh
17. South Cary Development Corridor
18. Planning/Development of South Hillsborough Growth Area
19. Major Residential Land Development (Recent and Planned)
20. Industrial Corridor

0 1 2 4
mile








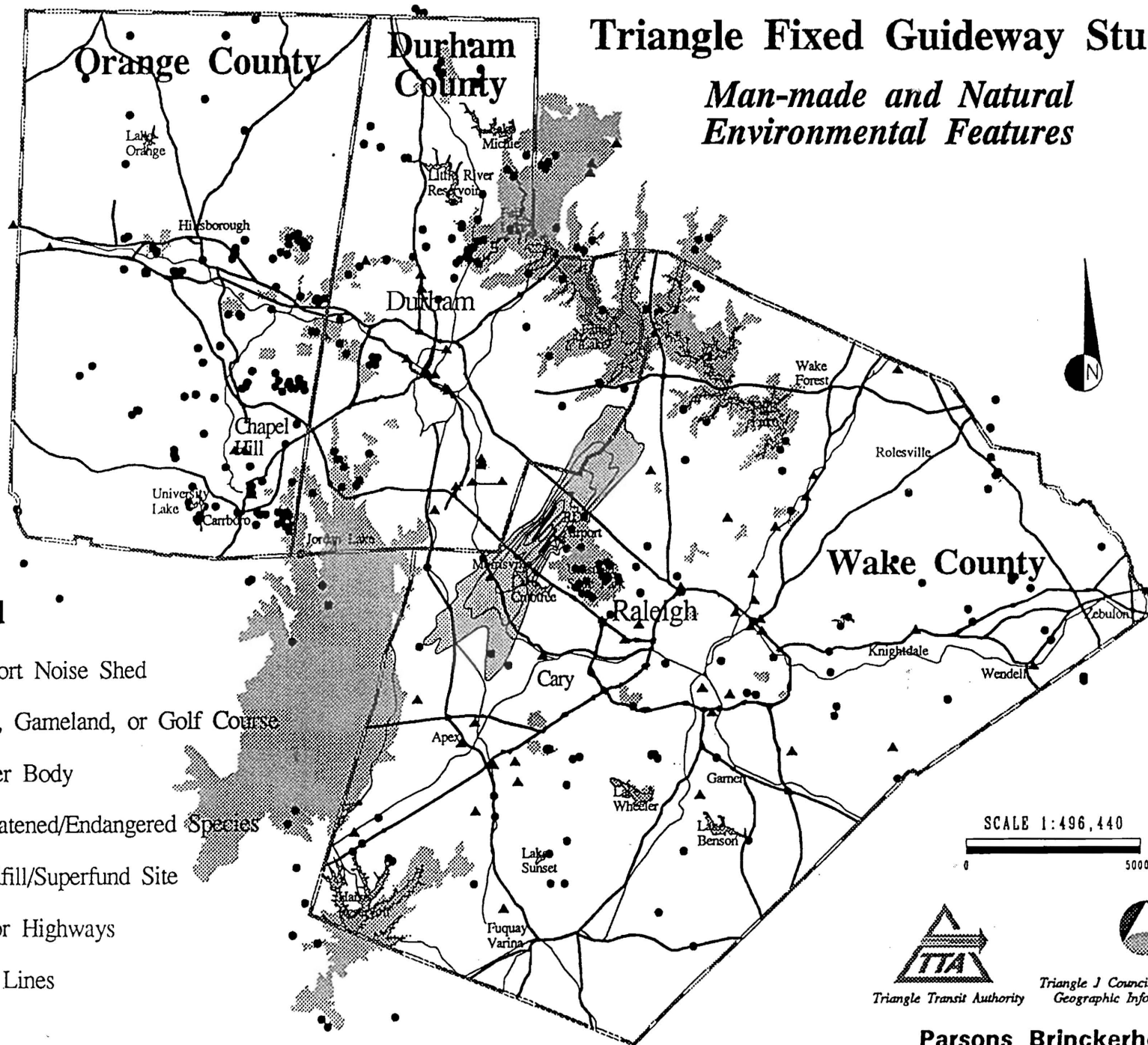
Wake, Durham & Orange Counties
North Carolina

Triangle Fixed Guideway Study

Man-made and Natural Environmental Features

Legend

-  Airport Noise Shed
-  Park, Gameland, or Golf Course
-  Water Body
- Threatened/Endangered Species
- ▲ Landfill/Superfund Site
-  Major Highways
-  Rail Lines



Triangle Transit Authority



Triangle J Council of Governments
Geographic Information System

Parsons Brinckerhoff

Future Growth Allocated to Station Areas

	Growth	"A" Trend	"A"	"B" Trend	"B"
Jobs	397,000	13%	30%	6%	20%
HH	211,000	1%	7%	1%	5%

TFGS Transportation Model

- Estimates 2020 Transportation System
- Estimates Future Housing & Employment
- Predicts Travel Patterns
- Forecasts Transit Ridership
- Predicts Traffic and Mobility Problems

Model Inputs Traffic Congestion Effects

Model Input	Congestion Effect
Increase Population	+
Expand Highways	-
Concentrate Activity	+
Build Fixed Guideway	-

TRIANGLE FIXED GUIDEWAY STUDY

1990 Roads with Volume/Capacity Ratio Greater than 1.5



TRIANGLE FIXED GUIDEWAY STUDY

2020 Roads with Volume/Capacity Ratio Greater than 1.5



Current Trend Model Results

<i>Measure</i>	<i>1990</i>	<i>2020 Trend</i>
<i>Households</i>	274,000	485,000
<i>Hy Lane Miles</i>	5,588	6,459
<i>Peak Hr VMT</i>	2,231,000	4,513,000
<i>VMT@LOS F</i>	16%	29%
<i>HOV Share</i>	14.3%	15.1%
<i>Transit Riders</i>	23,000	46,000

Current Trend Additional Transit Requirements

- 135 Peak Hour Buses
- \$40.5 m Capital Expenditures
- \$15.1 m Annual Operating Expenses
- \$ 3.0 m Annual Operating Revenue
- \$12.1 m Net Cost of Service

Changes in Highway Travel Time (minutes)

Trip	1990	2020	Change
I-40 Chapel Hill (15-501) / RTP	20	26	33%
Dtn Durham/RTP	12	14	21%
15-501 Chapel Hill / Duke	34	42	22%

Changes in Highway Travel Time (minutes)

Trip	1990	2020	Change
I-40 Raleigh/RTP	22	28	28%
I-440 N. Raleigh/ Fairgrounds	14	17	16%
US 1 Apex/Dtn Raleigh	26	33	29%
US 1 Dtn Raleigh/ N. Raleigh (outerloop)	21	28	35%

Current Trend Land Use Implications

- Consumption of 135,000 Acres of Vacant Land
- Loss of Community Identity
- Loss of Open Space / Agricultural Land
- Low Density Residential Patterns
- Low Density Employment Patterns

Current Trend Transportation Implications

- Increased Travel Distances for All
- Development Beyond Current Transit Service Area
- Sprawling Land Use Difficult to Service With Transit
- Requires Largest Highway System Investment
- 29% Future Peak Travel in Serious Traffic Congestion

Transit-Friendly Development

- Mixed Use Development
- Mixed Density Residential
- Employment and Shopping within Walking Distance
- Major Buildings Close to Transit Stops
- Pedestrian Connections

Alternative "A" Light Rail Description

- 49.6 Miles Total Length
- Top Speed 55 mph
- Average Operating Speed 32.8 mph
- 7.5 Minute Peak Headway; 15 Off Peak
- 35 Peak LRT Vehicles
- 71 Additional Peak Buses Region-Wide

Alternative "A" Land Use Alternative


- 34 Stations
 - 4 Very High Intensity
 - 7 High Intensity
 - 21 Moderate Intensity
 - 2 Low Intensity
- Reallocate 67,211 Jobs to Station Areas
- Reallocate 11,147 Households to Station Areas
- Conserve 9,300 Acres





Triangle Fixed Guideway Study Alternative A

Transit Stations

- | | |
|-------------------------------|---------------------------|
| 1 Chapel Hill (2) | 17 Harrison Avenue (2) |
| 2 Univ. of North Carolina (2) | 18 Cary Parkway (3) |
| 3 Dubose (2) | 19 Fairgrounds (2) |
| 4 Ephesus Church Road (2) | 20 Blue Ridge Road (2) |
| 5 I-40 (2) | 21 NCSU (3) |
| 6 Garrett Road (2) | 22 Ashe Avenue (2) |
| 7 South Square (3) | 23 West Martin Street (2) |
| 8 Erwin/Morrone (2) | 24 Fayetteville Mall (4) |
| 9 Duke Medical Center (3) | 25 State Gov't Mall (4) |
| 10 Duke East (2) | 26 Pilot Mills (1) |
| 11 Downtown Durham (3) | 27 Atlantic (1) |
| 12 Alston Avenue/NCCU (2) | 28 Highwoods (2) |
| 12a Briggs Avenue (2) | 29 New Hope (2) |
| 13 Ellis/Glover (2) | 30 Millbrook (3) |
| 14 North Park (3) | 31 Spring Forest (2) |
| 15 Mid Region Hub (4) | 32 Northern Wake Expy (4) |
| 16 RDU Airport (2) | 33 Durant Road (2) |

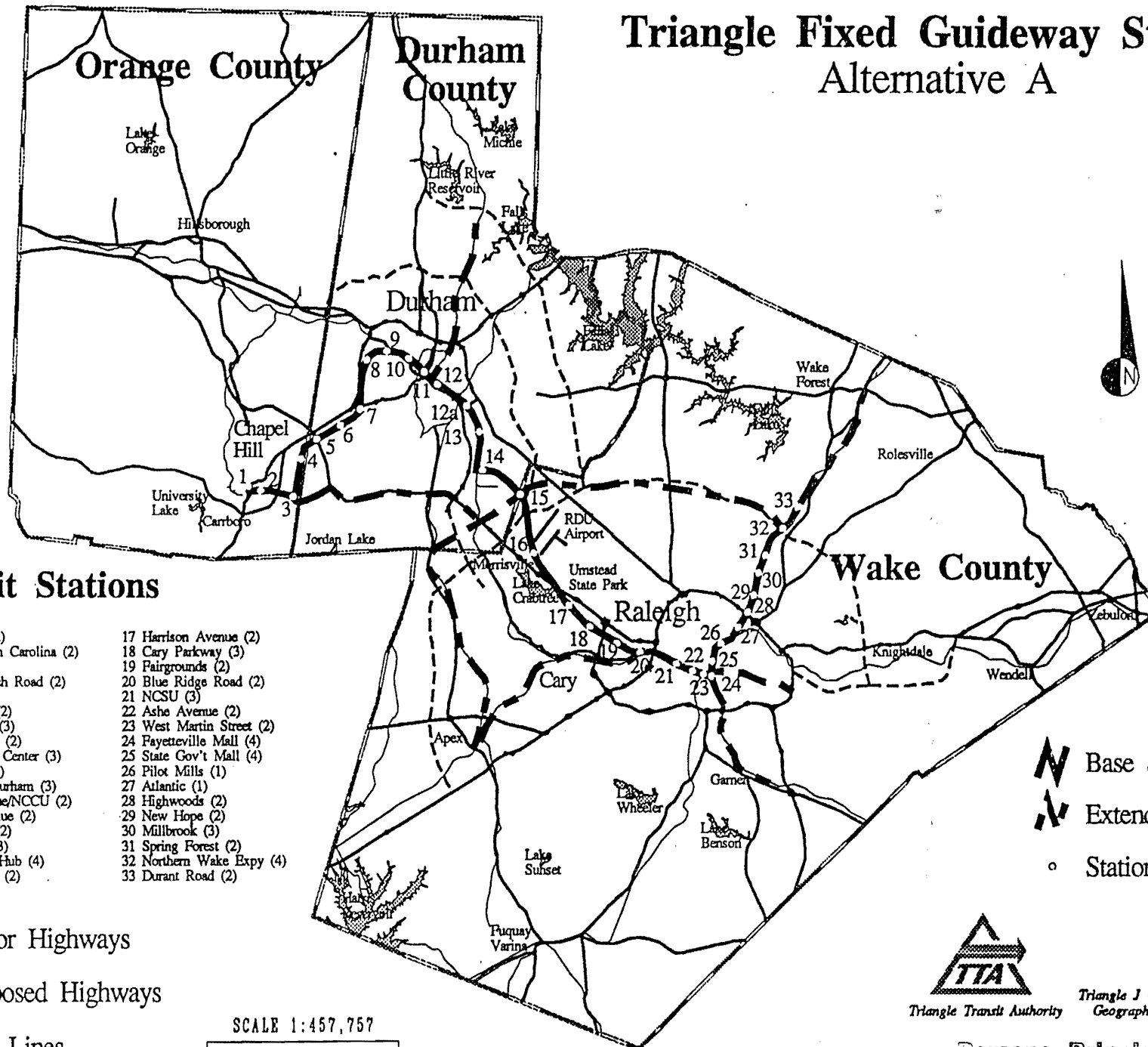
 Major Highways




 Proposed Highways

 Rail Lines

SCALE 1:457,757

0 50000 FEET



 Base System
 Extended System
 Station



Triangle Transit Authority



Triangle J Council of Governments
Geographic Information System

Parsons Brinckerhoff

Alternative "A" Light Rail Sample Travel Times

From /To	"A" Rail	2020 Auto
Chapel Hill / Duke	26	42
Dtn Durham / RTP	10	14
Dtn Raleigh / RTP	29	29
Dtn Raleigh / Durant Rd	25	30

Alternative "A" Light Rail Transportation Model Results

<i>Measure</i>	<i>2020 Trend</i>	<i>2020 "A"</i>
<i>Peak Hr VMT</i>	<i>4,513,000</i>	<i>4,471,000</i>
<i>VMT@LOS F</i>	<i>29%</i>	<i>29%</i>
<i>HOV Share</i>	<i>15.1%</i>	<i>14.7%</i>
<i>Transit Riders</i>	<i>46,000</i>	<i>59,000</i>
<i>Guideway Riders</i>	<i>n/a</i>	<i>28,000</i>
<i>Local Bus Riders</i>	<i>46,000</i>	<i>31,000</i>

Alternative A - Light Rail Ridership and Costs

Daily Riders (2020)	
Light Rail	28,000
Bus Service	31,000
Capital Cost	
Light Rail & Bus	\$957m
Operating Cost	
Light Rail	\$12.67m
Additional Bus Service	\$ 7.98m

Alternative A - Light Rail Summary

- ▲ Serves Medium to High Passenger Volumes
- ▲ Operates in City Streets and separate Rights-of Way
- ▲ Has Rapid Acceleration with Electrical Power
- ▲ Focuses the Most Growth with 34 Stations
- ▲ Attracts 28,000 Riders

Alternative A - Light Rail Summary

Connects . . .

- ▲ Chapel Hill, Durham, North RTP, North Region Hub, RDU Airport, North Cary, Downtown Raleigh & North Raleigh
- ▲ UNC-CH, Duke, NCCU & NCSU

Alternative A - Light Rail Summary

- ▲ Requires Right-of-Way Acquisition
- ▲ Needs Longer Planning & Development Time
- ▲ Requires Highest Capital Costs
- ▲ Permits Low Operating Costs

Alternative "B" Regional Rail Description

- 55.4 Miles Total Length
- Top Speed 65 to 75 mph
- Average Operating Speed 38 mph
- 15 Minute Peak Headway; 30 Off Peak
- 14 Peak Regional Rail Vehicles
- 112 Additional Peak Buses Region-Wide

Alternative "B" Land Use Alternative

- 20 Stations
 - 1 Very High Intensity
 - 7 High Intensity
 - 10 Moderate Intensity
 - 2 Low Intensity
- Reallocate 54,770 Jobs to Station Areas
- Reallocate 7,318 Households to Station Areas
- Conserve 6,600 Acres

Alternative "B" Regional Rail Sample Travel Times


From /To	"B" Rail	2020 Auto
Chapel Hill / Duke	28	42
Dtn Durham / RTP	14	14
Dtn Raleigh / RTP	26	29
Dtn Raleigh / Durant Rd	16	29




Triangle Fixed Guideway Study Alternative B

Transit Stations

- | | |
|---------------------------------|-------------------------|
| 1 Downtown Chapel Hill (3) | 11 Morrisville (2) |
| 2 Downtown Carrboro (2) | 12 Downtown Cary (2) |
| 3 Horace Williams (3) | 13 East Cary (2) |
| 4 Eubanks Road (1) | 13a Fairgrounds (2) |
| 5 University Station/Hwy 10 (2) | 14 NCSU (2) |
| 6 Duke University (2) | 15 Downtown Raleigh (4) |
| 7 Downtown Durham (3) | 16 Atlantic Avenue (1) |
| 8 Briggs (2) | 17 Highwoods (2) |
| 9 North Park (3) | 18 Millbrook (3) |
| 10 South Park (3) | 19 Durant Road (2) |

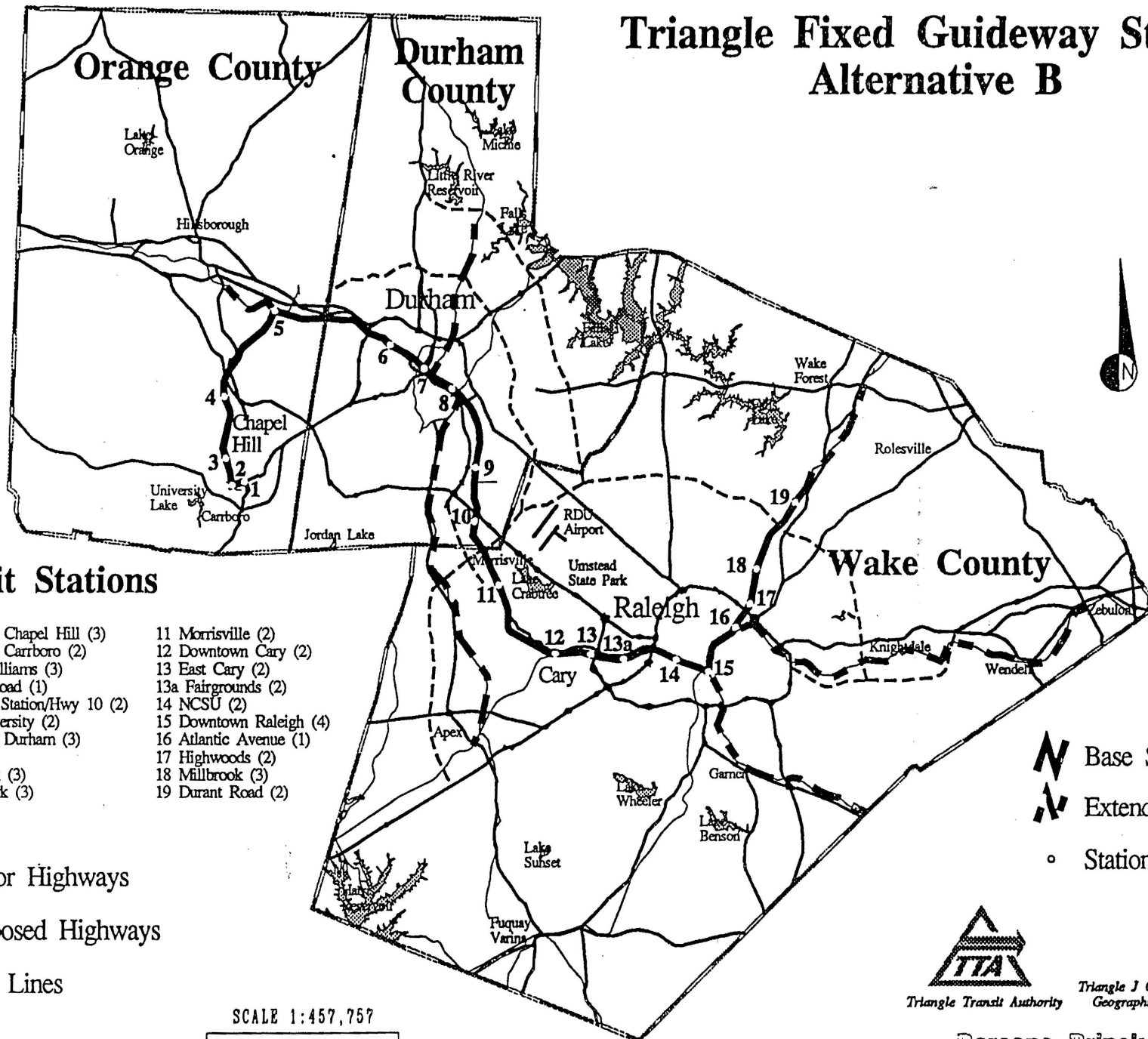
 Major Highways




 Proposed Highways

 Rail Lines

SCALE 1:457,757

0 50000 FEET



 Base System
 Extended System
 Station



Triangle Transit Authority



Triangle J Council of Governments
Geographic Information System

Parsons Brinckerhoff

Alternative "B" Regional Rail Transportation Model Results

<i>Measure</i>	<i>2020 Trend</i>	<i>2020 "B"</i>
<i>Peak Hr VMT</i>	<i>4,513,000</i>	<i>4,486,000</i>
<i>VMT @LOS F</i>	<i>29%</i>	<i>29%</i>
<i>HOV Share</i>	<i>15.1%</i>	<i>14.8%</i>
<i>Transit Riders</i>	<i>46,000</i>	<i>55,000</i>
<i>Guideway Riders</i>	<i>n/a²²</i>	<i>16,000</i>
<i>Local Bus Riders</i>	<i>46,000</i>	<i>39,000</i>

Alternative B - Regional Rail Ridership and Costs

Daily Riders (2020)	
Regional Rail	16,400
Bus Service	39,000
Capital Cost	
Regional Rail & Bus	\$263 to \$372m
Operating Cost	
• Rail	\$5.53 to \$11.94m
Additional Bus Service	\$12.49m

Alternative B - Regional Rail Summary

- ▲ Serves Medium to High Passenger Volumes
- ▲ Operates with Freight & Passenger Rail and on City Streets in a Separate Lane
- ▲ Has High Operating and Top Speeds
- ▲ Focuses Growth into 20 Station Areas
- ▲ Attracts 16,400 Riders

Alternative B - Regional Rail Summary

Connects . . .

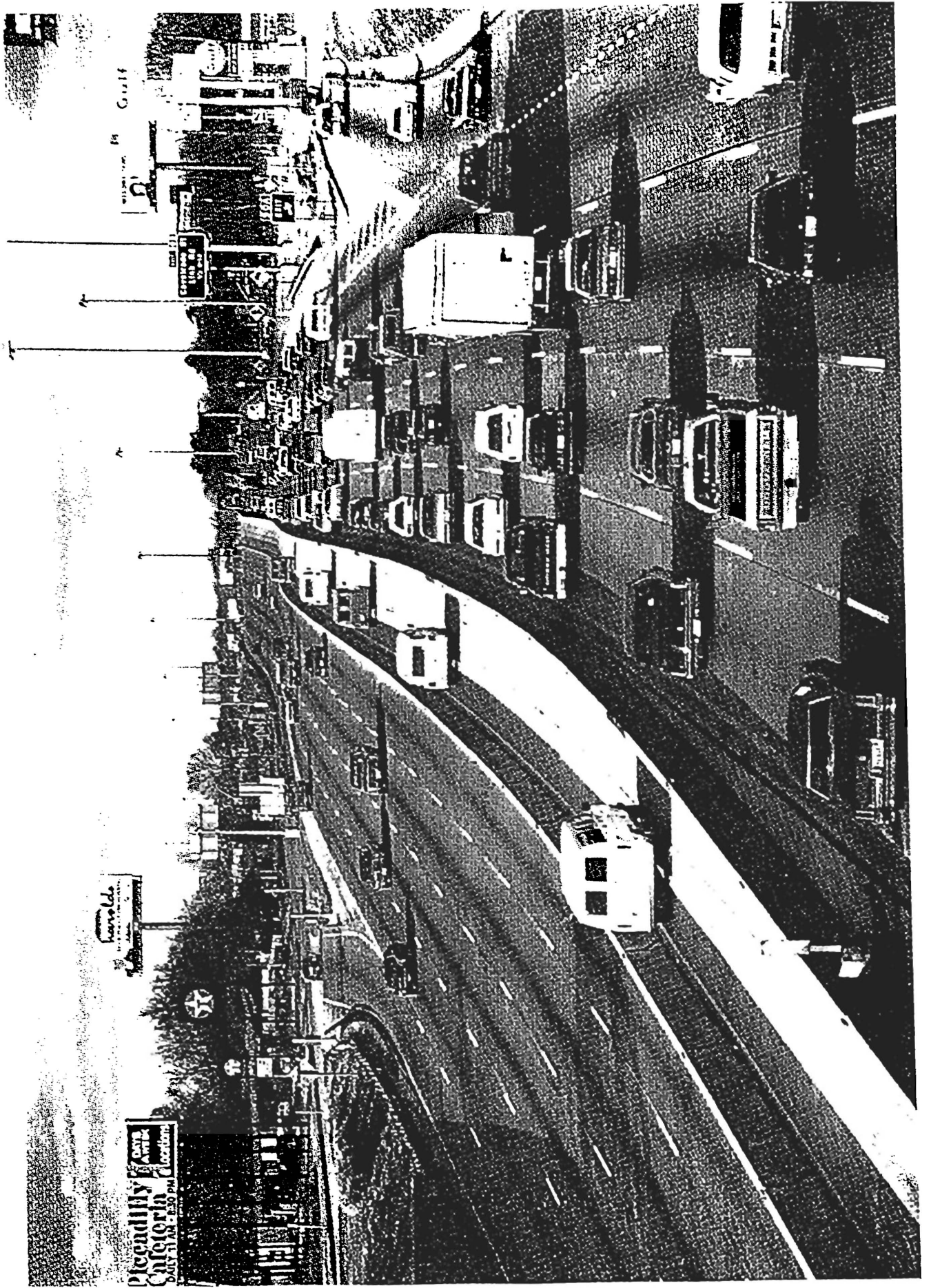
- ▲ Chapel Hill, Downtown Carrboro, Durham,
North and South RTP, Downtown Cary,
Downtown Raleigh & North Raleigh
- ▲ UNC-CH, Duke & NCSU
- ▲ Shuttle Access to RDU Airport

Alternative B - Regional Rail Summary






- ▲ Uses Existing Railway Corridor
- ▲ Needs Shorter Planning & Development
Time
- ▲ Enhances Likelihood of Reaching
Important Development Intensities
- ▲ Requires Lowest Capital Costs
- ▲ Permits Low Operating Costs

Alternative "C" HOV/Busway Description

- 99.1 Miles Total Length
- Top Speed 55 mph
- 5-15 Minute Peak Headway; 10-30 Off
Peak
- 96 Peak Guideway Buses
- 124 Additional Peak Buses Region-Wide

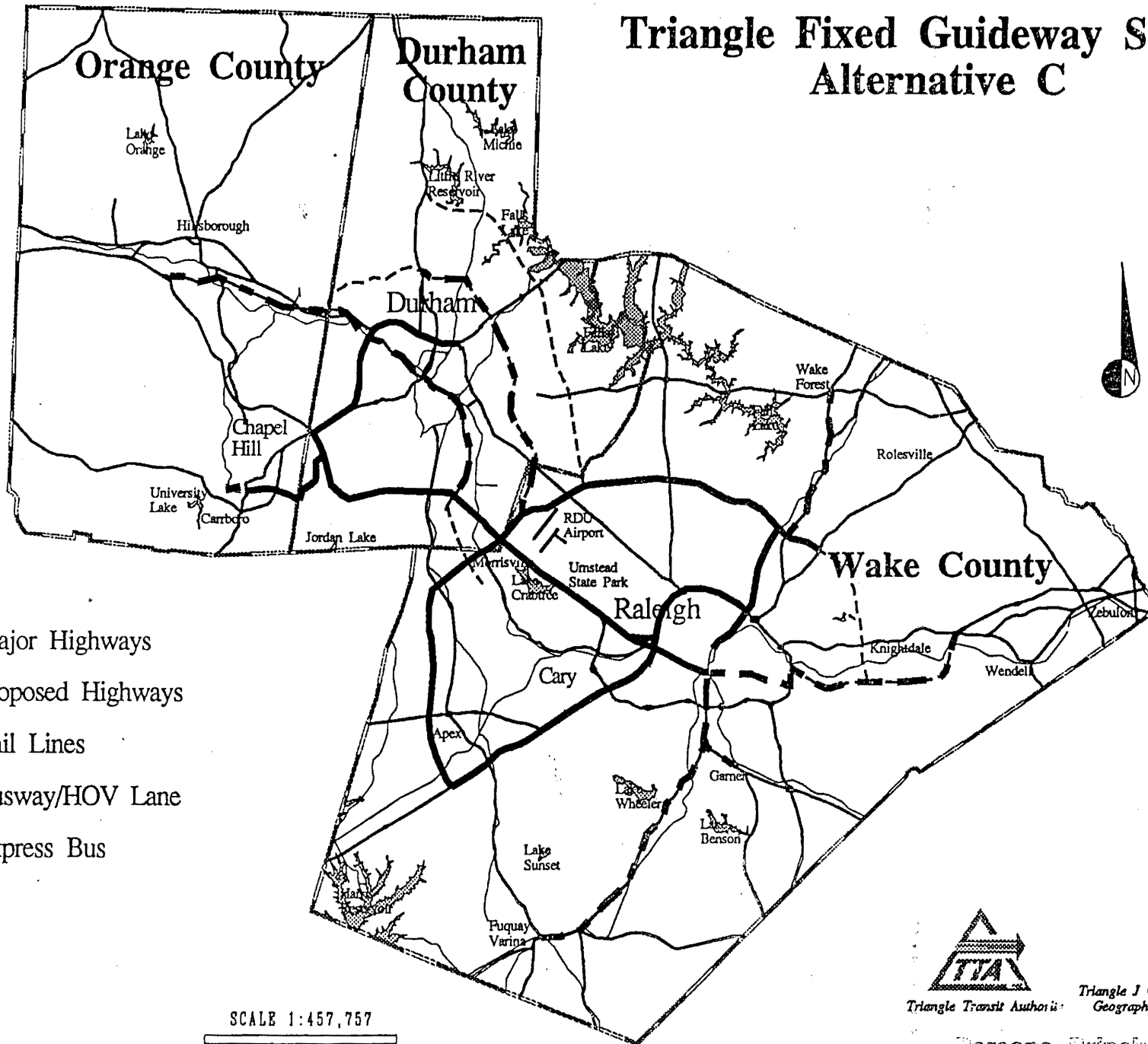


Triangle Fixed Guideway Study Alternative C

-  Major Highways
-  Proposed Highways
-  Rail Lines
-  Busway/HOV Lane
-  Express Bus

SCALE 1:457,757

0 50000 FEET



Triangle Transit Authority



Triangle Council of Governments
Geographic Information System

Parsons Brinckerhoff

Alternative "C" HOV/Busway Transportation Model Results

<i>Measure</i>	<i>2020 Trend</i>	<i>2020 "C"</i>
<i>Peak Hr VMT</i>	4,513,000	4,460,000
<i>VMT@LOS F</i>	29%	22%
<i>HOV Share</i>	15.1%	16.0%
<i>Transit Riders</i>	46,000	55,500
<i>Guideway Riders</i>	n/a	21,000
<i>Local Bus Riders</i>	46,000	34,500

Alternative C - HOV/Busway

US 15-501 Corridor

Chapel Hill to Durham West I-85: 9.5 mls

- ▲ NC 54 to I-40
- ▲ I-40 to MKL Jr. Parkway
- ▲ MLK Jr. Parkway to I-85

Alternative C - HOV/Busway

I-40 Corridor

15-501 Durham to Dtn Raleigh: 25.4mls

- ▲ US 15-501 to Wade Ave
- ▲ I-40 to Raleigh Beltline via Wade Ave
- ▲ I-40 to Blue Ridge Rd & NC Railroad via the Fairgrounds
- ▲ Blue Ridge Rd to Dtn Raleigh

Alternative C - HOV/Busway

Wake Expressway Corridor

NE Raleigh to SW Raleigh: 31.4 mls

▲ US 401 North to US 1 / 64 South

CSX Railroad Corridor

NE Raleigh to DTN Raleigh: 7.2 mls

▲ Wake Expressway to Wade Ave

Alternative C - HOV/Busway

Beltline to US 1/64 Corridor

North Raleigh to Southwest Raleigh: 18.8mls

▲ CSX right-of-way to Wade Ave

▲ Wade Ave to I-40

▲ I-40 to Wake Expressway

I-85 Corridor

Durham West (I-85) to Durham East

(US 70): 4.5 mls

▲ US 15-501 Bypass to US 70

Alternative C - HOV/Busway

HOV Peak Hr. Performance

Over 1,500 Vehicles in Heaviest Direction

▲ I-40 from US 15-501 to Wade Ave

Over 750 Vehicles in Heaviest Direction

▲ US 15-501 from MLK Jr. Pky to I-40

▲ Northern Wake Expressway

▲ Western Wake Expressway

▲ US 1 / I-440 from Apex to Old Wake
Forest Road

Alternative C - HOV/Busway Ridership and Costs

Daily Riders (2020)	
Busway/HOV Lanes	21,000
Local Bus	34,500
Capital Cost	
HOV/Busway & Buses	\$897m
Operating Cost	
Busway/Express Buses	\$13.46m
Additional Bus Service	\$13.91m

Alternative C - HOV/Busway Summary

- ▲ Serves Medium to High Passenger Volumes
- ▲ Operates on Highways and separate Rights-of-Way
- ▲ Increases Highway System Efficiency
- ▲ Supports current auto-oriented land use
- ▲ Attracts 21,000 Riders

Alternative C - HOV/Busway Summary

Connects . . .

- ▲ Chapel Hill, Durham, RTP, Cary, Apex & Raleigh
- ▲ UNC-CH, Duke & NCSU
- ▲ RDU Airport

Alternative C - HOV/Busway Summary

- ▲ Reduces Highway Congestion
- ▲ Requires Some Right-of-Way Acquisition
- ▲ Needs Longer Planning & Development Time
- ▲ Requires High Capital Costs
- ▲ Has Highest Operating Costs

Fixed Guideway Goals

- Transportation for Livable Communities
- Sustainable/Affordable Future Growth
- Maintain Quality of Life with Increased Population
- Urban Development with Less Environmental Impact

Fixed Guideway Benefits

- Time Competitive Choice to Private Auto
- Increased Capacity for Congested Corridors
- Reduces Need for Future Highway Building
- Reduces Future Commuter Travel Time
- Dependable Alternative to Variable Highway Delays
- Improves Efficiency of Local Bus Operations

Fixed Guideway Benefits

- Enhanced Regional Image and Competitiveness
- Improved Access to Employment Opportunities
- Improved Access to Major Universities
- Permits More Compact Development
- Reduces Need for New Parking Spaces

Fixed Guideway Benefits

- Encourages More Compact Urban Form
 - Stronger Major Activity Centers
 - Lowers Long Term Cost of Public Services
 - Reduces Suburban Sprawl
 - Protects Existing Neighborhoods
- Supports "Unique" Communities
- Enhances Mid Regional Focus
- Enhances Access to Sporting/Special Events

BOARD OF ALDERMEN

ITEM NO. E(2)

AGENDA ITEM ABSTRACT

MEETING DATE: December 13, 1994

SUBJECT: Ordinance Amendment to Chapter 11

DEPARTMENT: PUBLIC WORKS DEPT.	PUBLIC HEARING: NO						
ATTACHMENTS: Ordinance	FOR INFORMATION CONTACT: Chris Peterson 968-7719						
THE FOLLOWING INFORMATION IS PROVIDED: <table><tr><td><input checked="" type="checkbox"/> Purpose</td><td><input type="checkbox"/> Summary</td><td><input checked="" type="checkbox"/> Analysis</td></tr><tr><td><input checked="" type="checkbox"/> Recommendation</td><td><input checked="" type="checkbox"/> Action Requested</td><td></td></tr></table>		<input checked="" type="checkbox"/> Purpose	<input type="checkbox"/> Summary	<input checked="" type="checkbox"/> Analysis	<input checked="" type="checkbox"/> Recommendation	<input checked="" type="checkbox"/> Action Requested	
<input checked="" type="checkbox"/> Purpose	<input type="checkbox"/> Summary	<input checked="" type="checkbox"/> Analysis					
<input checked="" type="checkbox"/> Recommendation	<input checked="" type="checkbox"/> Action Requested						

Purpose: To amend Chapter 11 of the Town Code to include the definition of white goods and to prohibit the placement of white goods, aluminum cans and animal carcasses within the mobile containers and dumpsters used for refuse storage and collection.

Analysis: White goods can be disposed of at the Orange Regional Landfill; However, they must be placed in a separate area of the landfill. Therefore, white goods must be transported to the landfill on a vehicle hauling only white goods. The Town does collect white goods curbside for a fee. Residents (on their own) may transport white goods, not containing freon, to the landfill for disposal at no fee and without a landfill permit. If the white goods contain freon, then residents may obtain a landfill permit, at no charge, from the Public Works Department and then transport the white goods to the landfill for disposal at no fee.

North Carolina State Law, G. S. 130A-309.10 (F), bans the disposal of aluminum cans within landfills. Therefore, aluminum cans cannot be placed within mobile containers and dumpsters used for household refuse storage and collection. Aluminum cans should be either recycled through the community's curbside, multi-family, and/or drop-off recycling programs.

Animal carcasses, such as deer, raccoon, possum, should not be placed in mobile containers or dumpsters used for the storage and collection of household waste. Such wastes can cause a health hazard, present offensive appearance or cause offensive odors to be transmitted to occupants of the site, neighboring properties or passerbys and possible damage to the mobile container/dumpster/refuse vehicle.

Recommendation: To adopt the attached ordinance to prohibit the placement of white goods, aluminum cans and animal carcasses within the mobile containers and dumpsters used for the storage and collection of household wastes.

AN ORDINANCE AMENDING CHAPTER 11 OF THE TOWN CODE TO
PROHIBIT THE PLACEMENT OF WHITE, GOODS, ALUMINUM CANS,
AND ANIMAL CARCASSES IN DUMPSTERS OR MOBILE CONTAINERS

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

Section 1. Section 11-1 of the Carrboro Town Code is amended by redesignating the definition of "Yard Waste" as definition (12), and adding a new definition of "white goods" as follows:

(11) White goods: refrigerators, ranges, water heaters, freezers, unit air conditioners, washing machines, dishwashers, clothes dryers, and other similar domestic and commercial large appliances.

Section 2. Subsection 11-19 (j) of the Carrboro Town Code is amended by adding the following three new subsections:

- (3) White goods
- (4) Aluminum cans
- (5) Animal carcasses

Section 3. All provision of any Town ordinance in conflict with this ordinance are repealed.

Section 4. This ordinance shall become effective upon adoption.

To amend Chapter 11 of the Town Code to include the definition of white goods and to prohibit the placement of white goods, aluminum cans and animal carcasses within the mobile containers and dumpsters used for refuse storage and collection.

The following ordinance was introduced by Alderman Randy Marshall and duly seconded by Alderman Michael Nelson.

**AN ORDINANCE AMENDING CHAPTER 11 OF THE TOWN CODE
TO PROHIBIT THE PLACEMENT OF WHITE GOODS, ALUMINUM CANS,
AND ANIMAL CARCASSES IN DUMPSTERS OR MOBILE CONTAINERS
Ordinance No. 17/94-95**

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

Section 1. Section 11-1 of the Carrboro Town Code is amended by re-designating the definition of "Yard Waste" as definition (12) and adding a new definition of "white goods" as follows:

(11) White Goods: refrigerators, ranges, water heaters, freezers, unit air conditioners, washing machines, dishwashers, clothes dryers, and other similar domestic and commercial large appliances.

Section 2. Subsection 11-19(j) of the Carrboro Town Code is amended by adding the following three new subsections:

- (3) White goods
- (4) Aluminum cans
- (5) Animal carcasses

Section 3. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 4. This ordinance shall become effective upon adoption.

The foregoing ordinance having been submitted to a vote, received the following vote and was duly adopted this 13th day of December, 1994:

Ayes: Michael Nelson, Randy Marshall, Hank Anderson, Eleanor Kinnaird, Frances Shetley, Jacquelyn Gist, Jay Bryan

Noes: None

Absent or Excused: None

BOARD OF ALDERMEN

ITEM NO. E(3)

AGENDA ITEM ABSTRACT

MEETING DATE: December 13, 1994

SUBJECT: McDougle Middle School Conditional Use Permit Minor Modification--Exempt Subdivision for Proposed Elementary School Site

DEPARTMENT: PLANNING	PUBLIC HEARING: YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
ATTACHMENTS: Proposed Exempt Subdivision Plat	FOR INFORMATION CONTACT: Keith Lankford--968-7712	
THE FOLLOWING INFORMATION IS PROVIDED:		
(X) Purpose	(X) Action Requested	(X) Analysis
(X) Summary	(X) Recommendation	

PURPOSE

The Chapel Hill-Carrboro School System has requested a minor modification of their conditional use permit (CUP) for the McDougle Middle School for the purpose of recording a subdivision plat which will subdivide the 40.132 acre tract of land where the school is located, into a 28.433 tract for the existing middle school, and an 11.699 acre tract for the proposed elementary school. This subdivision represents a minor modification of the CUP which necessitates review and approval by the Board of Aldermen, but does not require a public hearing unless the Board desires that one be held. The Administration is recommending that the minor modification allowing for the subdivision be granted.

ANALYSIS

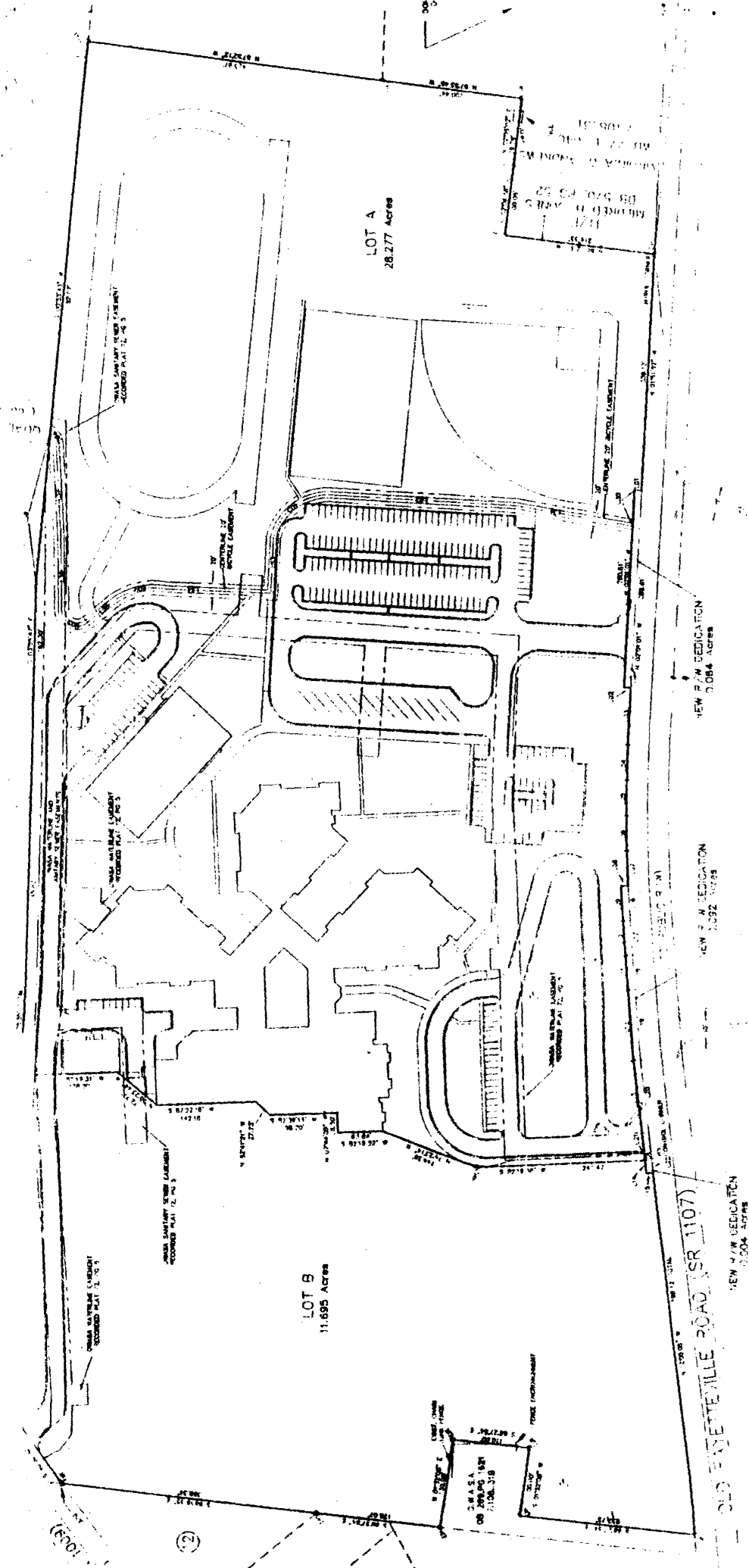
The Orange County School System wants to purchase the site for the proposed elementary school which was approved by the Board of Aldermen at the same time as the McDougle Middle School. The middle school plans showed the proposed elementary school at the northern end of the site directly connected to the middle school building so that some portions of the buildings could serve both the middle and the elementary school. The Chapel Hill-Carrboro School System will retain ownership of the remainder of the tract of land. The elementary school site will be 11.699 acres in size while the elementary school site will be 28.433 acres. The common property line shall run along the northern wall of the existing middle school.

This subdivision will represent a minor modification of the conditional use permit (CUP) which was approved by the Board of Aldermen on September 15, 1992. Section 15-64 (b) of the Land Use Ordinance indicates that a public hearing it is not required unless requested by the permit issuing authority. The subdivision plat will be accompanied by cross easement documentation, as well as references and notes on the plat itself, to ensure the legal right of access, drainage, utility connections, and usage of all "common" areas by both schools throughout the entire 40.132 acre site. These common areas include the media center, cafeteria, gymnasium, service road, internal sidewalks, mechanical building, track and field areas, parking lots, recreation areas and other such areas. Notes will likewise be provided on the plat to ensure that the buildings will conform to Volume 1 of the North Carolina State Building Code as well as to the town's Land Use Ordinance.

The town administration recommends the approval of the minor modification which would allow for the subdivision of the school site into the two parcels described above.

ACTION REQUESTED

That the Board of Aldermen grant the minor modification to the CUP to allow for the subdivision of this tract.



BOARD OF ALDERMEN

ITEM NO. E(4)

AGENDA ITEM ABSTRACT

MEETING DATE: December 13, 1994

SUBJECT: Adoption of Loss Control Policy Statement

DEPARTMENT: Fire	PUBLIC HEARING: YES ____ NO <u>x</u> __
ATTACHMENTS: Loss Control Policy Statement, Resolution	FOR INFORMATION CONTACT: Rodney Murray, Fire Chief, 968-7724

PURPOSE

The purpose of this agenda item is to establish a Safety Policy Statement for the Town of Carrboro.

SUMMARY

The town administration realizes that it has the responsibility to provide a safe work environment for its employees. As a part of this responsibility, a loss control policy statement that defines lines of responsibility is included in the overall safety program.

ANALYSIS

The Fire Chief has been appointed as Safety Coordinator and has been assigned the responsibility of organizing the overall safety loss and control efforts. The Fire Chief appointed a Safety Committee that has created a loss control policy statement that outlines responsibilities, operations, discipline/incentive programs and safety rules and regulations. A copy of the loss control policy is attached to this agenda item.

ACTION REQUESTED

To adopt the proposed policy statement by approval of the attached resolution.

SAFETY AND LOSS CONTROL PROGRAM

I. RESPONSIBILITIES

A. Mayor and Board of Aldermen

The Mayor and Board of Aldermen support a Town wide safety program through personnel policies and budgetary considerations.

The town manager, through the safety committee, is responsible for overall management and administration of the comprehensive safety program.

B. Safety Committee

- The committee will function as an advisory body to develop and recommend to the town manager matters of policy and procedure affecting administration of the Town of Carrboro safety program. Specifically the committee is responsible for:
 1. Planning and recommending policies and procedures affecting the development and administration of an aggressive accident prevention program.
 2. Reviewing statistical data, records and reports of safety matters to determine the effectiveness of the program.
 3. Work with the accident review board to review investigation reports, meet with the employee and his/her immediate supervisor to gather additional information and recommend appropriate disciplinary action in accordance with town policy to the department head in the event of an avoidable accident with personal injury, or property damage.

C. Safety Coordinator

The safety coordinator is directly responsible for the implementation and operation of the safety program which will include training, accident and insurance follow-up, and vehicle and building safety. The safety coordinator will represent the town manager in all safety matters and can stop a work operation temporarily when serious injury or property damage is possible.

D. Department Heads

Each department head is designated as responsible to the town manager for employee safety. The department head has supervisory responsibility for all safety functions and activities within his/her area. With the utmost ability and authority each department head will:

1. Hold each supervisor accountable for injuries incurred by his/her employees; provide leadership by setting a proper example for all employees, be responsible for successfully operating the department safety program and completing the department safety objectives.
2. Develop policies and procedures and ensure they are complied with by all personnel under his/her direction.
3. Ensure that all permanent employees, new and old, are trained or retrained in the accepted methods. Seasonal employees, part-time employees, and volunteers will receive training as necessary.
4. Provide personal protective equipment and instruction when necessary and follow-up on proper use of equipment.
5. Require safety meetings to review accidents, analyze their causes, and promote free discussion of hazardous work problems and possible solutions. These meetings can be held in conjunction with other monthly meetings; however, to ensure compliance with OSHA, meetings should be documented as specified in Section II B.
6. Encourage safety suggestions and written comments from employees and adopt those that are feasible.
7. Require accidents to be promptly reported, thoroughly investigated by supervisory personnel, and properly recorded.
8. Ensure that prompt, corrective action is taken whenever unsafe conditions are recognized and unsafe acts are observed.
9. Ensure that all employees are capable of performing their tasks.

E. Supervisors

Supervisors will assume the responsibility of thoroughly instructing their personnel in safe practices to observe in their work situations. They will

consistently enforce safety standards and requirements to the utmost of their ability and authority. Supervisors will act positively to eliminate any potential hazards within any activities under their jurisdiction and they will set the example of good safety practice in all spheres of their endeavors. Safety records shall be measured along with other phases of supervisor performance. Therefore, it is absolutely essential that such records be complete and accurate and that all accidents be fully reported. Principal duties of supervisors are as follows:

1. Enforce all safety rules and procedures.
2. Make certain all injuries are reported promptly and treated properly and all accidents are reported, even if injury is not apparent.
3. Conduct thorough investigations of all accidents and take necessary steps to prevent recurrence through employee safety education, operating procedures or modification of equipment.
4. Provide employees with complete safety instructions regarding their duties prior to the employees actually starting to work.
5. Conduct regular safety checks, including careful examinations of all new and relocated equipment before it is placed in operation.
6. Properly maintain equipment for which they are responsible and issue instructions for the elimination of fire and safety hazards.
7. Continuously inspect for unsafe practices and conditions and properly undertake or request any necessary corrective action.
8. Develop and administer an effective program of good housekeeping and maintain high standards of personnel and operational cleanliness throughout all operations.
9. Provide safety equipment and protective devices for each job based on knowledge of applicable standards or on recommendations for the safety coordinator.
10. Conduct safety briefings and encourage the use of employee safety suggestions.
11. Give full support to all safety procedures, activities and programs.

F. Employee

Employees will be required, as a condition of employment, to exercise care in the course of their work to prevent injuries to themselves and to their fellow workers. Employees are required to:

1. Use the safety equipment which has been provided for use in performing daily work assignments.
2. Wear the prescribed uniform and safety shoes, as required.
3. Not operate equipment for which training or orientation has not been received.
4. Warn co-workers of unsafe conditions or practices they are engaged in which could lead to or cause an accident.
5. Report defective equipment immediately to a supervisor.
6. Report dangerous or unsafe conditions that exist in the work place as well as throughout the municipality. This would include defective sidewalks, broken curbs, hanging tree limbs, loose handrails, open man-holes, sunken basins and sewers, missing or damaged traffic signs or signals, etc.
7. Report all injuries and accidents regardless of the severity as soon as practical.
8. Protect unsafe conditions that result from town work that could present a hazard to the public.
9. Take care not to abuse tools and equipment, so that these items will be in useable condition for as long as possible, as well as to ensure that they are in the best possible condition while being used.
10. Participate in all required safety and occupational health training and be certain that they understand instructions completely before starting work.
11. Serve on a safety committee or inspection team when appointed or elected.

II. OPERATIONS

A. Safety Committee Meetings

The recordkeeper will provide an agenda and maintain minutes of the meeting. Meetings will be held once a month at a predesignated place.

B. Monthly Safety Training/New Employee Orientation

All departments are encouraged to have monthly safety meetings with their employees; however, a minimum of one meeting per quarter is required. Date, those in attendance and the topic of the discussion will be documented. All newly assigned permanent employees will receive a safety orientation before going to work in their designated duty section. All training and orientation will be documented and signed by both the supervisor and employee, and the copy placed in the employee's personnel records.

Since the need for safety training varies according to the degree of exposures to hazardous conditions, it is impractical to establish mandatory minimum amounts of training to provide each month. As a rule of thumb, however, 20 to 30 minutes per month is suggested for permanent employees. Documentation of training sessions should be submitted to the safety coordinator on a monthly basis. The safety coordinator will act as liaison in procuring instructors and visual aids on request.

C. Accident Investigation

Accident investigation will be performed by the immediate supervisor of the employee involved. If two or more employees were separately involved in the accident, the supervisor of each will perform independent investigations. Any accident involving death, permanent disability, temporary disability, hospitalization, medical treatment, loss of time from work by town employee, damage to or destruction of any property or injury to a visitor will be investigated.

The purpose of accident investigation is to prevent the reoccurrence of accidents by identifying contributing causes, determining corrective measures necessary to eliminate causes, and disseminating information on accident prevention to all employees. Accurate, complete accident reports are essential to identify and remedy causes. Copies of accident investigations shall be forwarded to the safety coordinator.

D. Self Inspections

The purpose of self inspections is to identify hazardous work conditions and materials or methods that may result in an accident so that these hazards can be corrected. Each facility used for Town functions will be inspected for safety hazards before use. The department head is responsible for preparing an inspection schedule for all activities for his/her department. The department head will also designate inspectors for their departments and inspection checklists should be used to record findings. Upon completion of the inspection, the checklists recommendations will be furnished to the department head and safety coordinator. The department head will take whatever corrective action deemed appropriate, maintain a record of completion of such corrective action and furnish the safety coordinator a record of completion.

E. Safety Bulletin Board and Safety Suggestion Box

Each department will be responsible for maintaining a safety bulletin board and a safety suggestion box. Safety information will be displayed on the bulletin board in a neat and orderly manner. The safety suggestion box will be maintained for employees to submit suggestions. Each department safety representative will collect safety suggestions and review them with the department head prior to the monthly meeting of the safety committee. The safety representative will summarize the suggestions and present them to the other committee members. In addition, safety suggestions will be posted on department safety bulletin boards for employee information.

III. DISCIPLINE AND INCENTIVE PROGRAMS

A. Discipline

It is recognized that some Town employees will violate work rules/policies and commit unsafe acts that may or may not result in an accident causing injury or damage. As a result, each violation or action will require immediate corrective action by supervisors and administrators. It should be emphasized that safe work rules/policies and driving procedures must be enforced for the protection of the employee and the Town.

The cost of the accident should not indicate the corrective action to be administered. Management should discourage any implication that it is acceptable to have an inexpensive accident, but it is unacceptable to have an expensive accident to occur. The same action that causes little accidents also causes the big accidents; therefore, the **Emphasis** is placed on **Accident Prevention**.

Careful consideration has been given to the wide range of Town employees whose job classifications include the responsibility of operating motor vehicles and motorized equipment. It has been determined, therefore, that all employees who operate a vehicle or other equipment, are obligated to take the necessary precautions to avoid accidents and injuries. Distinctions will not be made as to the frequency and distance that a vehicle or other equipment is operated.

The fact that one job classification requires more driving or operating hours than another job classification is not adequate justification to provide different expectations for safe motor vehicle and motorized equipment operation. Although one job classification may require a more highly skilled operator than another, it is the supervisor's responsibility to insure that all equipment operators are properly trained to operate the assigned equipment safely and efficiently. It is also the supervisor's responsibility to enforce the applicable safety rules and review each employee's previous accident record to determine the need for additional training.

For disciplinary purposes, only accidents or safety violations occurring after the inception of this program will be considered. However, if an employee is on probation or suspension for violations at the inception of this program, there will be no change in status until the disciplinary period has been completed.

Disciplinary Actions

Any employee who commits an unsafe act which results in: a) personal injury (without justification) to another individual; b) personal injury to the employee; or c) vehicle or other property damage shall require disciplinary action as referenced in Chapter 4 of the Carrboro Town Code.

Supervisors shall administer disciplinary actions when employees violate the general and departmental safety rules that have been established and are listed in Section IV.

IV. SAFETY RULES AND REGULATIONS

Safety rules and procedures should be developed and monitored by each department. The department heads, supervisors, and employees should contribute to this task for their respective area. For safety rules to be effective, employees must know that they are supported by management and will be enforced.

The following resolution was introduced by Alderman Randy Marshall and duly seconded by Alderman Jacquelyn Gist.

**A RESOLUTION ADOPTING A SAFETY AND LOSS
CONTROL POLICY STATEMENT**

Resolution No. 18/94-95

WHEREAS, the Town of Carrboro realizes that it has the responsibility to provide a safe work environment for its employees and that each pursue the highest standards in his/her assigned activities, and all employees must recognize that the well being of persons involved in the protection of our physical resources is as important as the activity and work being performed.

NOW, THEREFORE, THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO RESOLVES:

Section 1. The town has established a safety and loss control program to be implemented and monitored on a continuous basis. As the first segment of the town's program, the Fire Chief has been appointed as Safety Coordinator and has been assigned the responsibility of organizing the overall safety and loss control efforts.

Section 2. A Safety Committee has been created to establish loss control policy, to investigate major losses and loss trends, and other safety responsibilities as needed. This committee will be chaired by the Safety Coordinator and its members will include at least one representative from each department.

Section 3. Each department head will be responsible for the safety and well being of the workers in his/her department as well as the required maintenance of facilities and for his/her own personal safety and for the safe completion of assigned tasks. The town requires its employees to respond to all planned safety efforts and to perform their assigned jobs in the safest manner possible.

Section 3. The Town of Carrboro is committed to doing all in its power to make its safety and loss control program a success and expects all town employees to assist in this effort by contributing expertise and by following all established rules and procedures.

Section 4. This resolution shall become effective upon adoption.

The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 13th day of December, 1994:

Ayes: Michael Nelson, Randy Marshall, Hank Anderson, Eleanor Kinnaird, Frances Shetley, Jacquelyn Gist, Jay Bryan

Noes: None

Absent or Excused: None

BOARD OF ALDERMEN

ITEM NO. E(5)

AGENDA ITEM ABSTRACT MEETING DATE: December 13, 1994

SUBJECT: Carrboro Park and Ride Lot - Status Report

DEPARTMENT: PLANNING DEPARTMENT	PUBLIC HEARING: YES ____ NO ____
ATTACHMENTS: None	FOR INFORMATION CONTACT: Kenneth Withrow, 968-7713
THE FOLLOWING INFORMATION IS PROVIDED: (x) Background (x) Action Requested (x) Analysis () Alternatives (x) Recommendation	

PURPOSE

The Carrboro Board of Aldermen, at their September 20, 1994 meeting, authorized the planning staff to continue negotiations with the leasing agent for Carrboro Plaza on renewing the town's lease on the current park and ride lot. The following information is an update to the Board as to the current status of a future lease agreement with the property managers.

SUMMARY

- The Board of Aldermen, at their September 20, 1994 meeting, requested that the planning staff contact the owners of Carrboro Plaza to continue negotiations for a long-term lease.
- Ms. Kimberly Marmaras had indicated that from Property Resource's standpoint, the Town's position of present and future leasing of the park/ride lot parcel has not changed over the past three months.
- Ms. Marmaras also indicated that Property Resources usually meets with the leasing agents for renegotiations six months at least six (6) months prior to the termination of the existing lease.

ANALYSIS

Inquiry had been made with Ms. Kimberly Marmaras of Property Resources, Incorporated in order discover if any discussions about the Carrboro Park and Ride Lot outparcel had been conducted, as well as the status of the proposed site plan for the outparcel. Ms. Marmaras indicated that over the past three months no discussions have been conducted concerning the outparcel or the proposed site plan for the outparcel; and that no commercial/service oriented vendors have made any proposals for purchasing the property. She also indicated that according to the current development horizon, Property Resources considers the parcel of land on which the Carrboro Plaza Park and Ride lot exists will remain available to the Town for an indefinite period. Ms. Marmaras concluded by stating that as Property Resources managing agent over Carrboro Plaza, renegotiations with the leasing agent (the Town of Carrboro) are conducted at least six months prior to the termination of the existing lease.

RECOMMENDATION

The Town staff recommends that the Board of Aldermen direct staff to continue to communicate with Property Resources, Incorporated as to the status of the park and ride lot in order to discuss and review future proposals and site plans. The Town administration also recommends that progress reports be brought to the Board of Aldermen periodically

ACTION REQUESTED

To carry out the task as discussed above.

BOARD OF ALDERMEN

ITEM NO. E(6)

AGENDA ITEM ABSTRACT

MEETING DATE: December 13, 1994

SUBJECT: Comprehensive Recreation and Parks Master Plan

DEPARTMENT: RECREATION & PARKS	PUBLIC HEARING: YES NO X
ATTACHMENTS: Budget Amendment	FOR INFORMATION CONTACT: Richard Kinney, 968-7703 Recreation and Parks Director

PURPOSE: The Chair of the Recreation and Parks Commission met with the members of the Board's Agenda Planning Committee on December 6, 1994 to discuss the meeting format for public input and adoption of the Comprehensive Recreation and Parks Master plan. The Board of Aldermen directed that this meeting take place as a result of the work session on the master plan held in November. This item provides opportunity for the Board of Aldermen to approve this format and discuss other matters concerning the review process of this plan.

SUMMARY:

-The Board was provided a formal presentation of the master plan by Gary Stewart with Woolpert, the planning consultants. This meeting involved a work session with the Recreation and Parks Commission and the Board directed that the Agenda Planning Committee and Chair of the Commission meet to discuss additional meetings on the plan.

-The Agenda Planning Committee met and approved the following format outlined in the section below.

-The anticipated cost and actual appropriation for this project was \$28,500. To date \$24,965 has been expended for the contract with Woolpert. This contract has been fulfilled and the lump sum total paid in full. Any additional time requested of Woolpert will require a fixed payment. Other costs associated with printing and advertising public hearings will need to come from the project budget and not absorbed by the department's operating budget to provide a true accounting of the costs of the project. This will necessitate a budget amendment transfer since the budget of \$28,500 was in Fiscal Year 1993-94.

ANALYSIS: It was the consensus at the Agenda Planning Committee that the following format be recommended for discussion by the full Board:

- A. The Board of Aldermen and Recreation and Parks Commission to convene two informal workshops for the general public. One to be held at Homestead Center and one at Town Hall. Dates to be January 30, 1995 and February 2, 1994 between 3:30 p.m. and 7:30 p.m.

- B. The Board of Aldermen to set public hearing ^{for} on February 14, 1995 to receive official public comment.
- C. The Board of Aldermen and Recreation and Parks Commission meet in work session on March 7, 1995 to consider plan, public comment and make final changes as needed.
- D. Board of Aldermen consider final adoption on March 21, 1995. Resolution of adoption to call for plan to be the Town's "vision" for the future of its Recreation and Parks services and system, outline specific actions to be included in first five years, and ask that a financing strategy be developed. This will provide specific direction for the Recreation and Parks Commission in development of facilities and approval of the concepts outlined in the plan will assist in decision-making on other matters.
- E. All meetings advertised through the normal medias, i.e. newspaper, radio, etc. with most information ran about January 20-22, 1995. CATV to run announcement during January through the February 14, 1995 public hearing.
- F. Letters to be sent to approximately two hundred citizens that were contacted during the public interest workshops already held on the master plan.
- G. The Town's first edition of a newsletter to the general public can carry an article about the master plan on the front page. The newsletter is planned to be distributed the week of January 23, 1995.

Woolpert will charge a lump sum of \$500 per meeting if needed. It was felt that the firm should attend the public hearing recommended to be held on February 14, 1995. Other expenses for producing copies of the plan and advertising for the public hearings have and will create additional costs.

A total of \$28,500 was originally appropriated. A budget amendment is attached which will transfer the full budgeted amount from the General Fund to the appropriate account in the Recreation and Parks Department. Any funds not used will convert back to the Fund Balance at the end of the fiscal year. The Finance Department felt that transferring the full budgeted amount would be the best method to establish a clear "trail" for these funds at this time.

ADMINISTRATION'S RECOMMENDATION: The administration recommends that the Board of Aldermen, after discussion, take the following action.

ACTION REQUESTED: The Board is asked to consider taking the following steps:

1. To approve the format for the remaining process of the Comprehensive Recreation and Parks Master Plan. To direct its Agenda Planning Committee to schedule all meetings on the official Quarterly Calendar.
2. To determine the attendance of Woolpert at any of these meetings. (P. H. only)
3. To direct the administration to take the necessary steps to advertise the meetings and proceed with implementation of the approved format.
4. To approve the Budget Amendment attached so that costs associated with this project can be charged to the appropriate account.

The following ordinance was introduced by Alderman _____ and duly seconded by Alderman _____.

AN ORDINANCE AMENDING FY'94-95 BUDGET ORDINANCE

WHEREAS, the Town Board of the Town of Carrboro on June 21, 1994 adopted the annual budget for the fiscal year beginning July 1, 1994 and ending June 30, 1995; and

WHEREAS, it is appropriate to amend the expense accounts in the funds listed to provide for increased expenses for the reasons stated.

NOW, THEREFORE, BE IT ORDAINED, that in accordance with authority contained in G.S. 159-15, the following expense and revenue accounts are amended as shown and that the total amount for the funds are herewith appropriated for the purposes shown:

FUND	ACCOUNT TITLE	ACCOUNT NO.	INCREASE DECREASE	AMOUNT	FROM	TO
General Fund Balance Appro.		10398-0000	Increase	\$3,502	\$373,173	\$376,675
General Professional Serv.		10621-0900	Increase	\$3,502	\$ 4,000	\$ 7,502

REASON: To re-appropriate funds earmarked for Comprehensive Recreation and Parks Master Plan project (the \$3,502 remaining from the \$28,500 budgeted in Fiscal Year 1993-94 Budget.)

The foregoing ordinance having been submitted to a vote, received the following vote and was duly adopted this ____ day of _____, 1994:

Ayes:

Noes:

Absent or Excused:

The following ordinance was introduced by Alderman Jay Bryan and duly seconded by Alderman Jacquelyn Gist.

AN ORDINANCE AMENDING FY'94-95 BUDGET ORDINANCE
Ordinance No. 18/94-95

WHEREAS, the Town Board of the Town of Carrboro on June 21, 1994 adopted the annual budget for the fiscal year beginning July 1, 1994 and ending June 30, 1995; and

WHEREAS, it is appropriate to amend the expense accounts in the funds listed to provide for increased expenses for the reasons stated.

NOW, THEREFORE, BE IT ORDAINED, that in accordance with authority contained in G.S. 159-15, the following expense and revenue accounts are amended as shown and that the total amount for the funds are herewith appropriated for the purposes shown:

<u>FUND</u>	<u>ACCOUNT TITLE</u>	<u>ACCOUNT NO.</u>	<u>INCREASE DECREASE</u>	<u>AMOUNT</u>	<u>FROM</u>	<u>TO</u>
General	Fund Balance Appro.	10398-0000	Increase	\$3,502	\$373,173	\$376,675
General	Professional Serv.	10621-0900	Increase	\$3,502	\$ 4,000	\$ 7,502

REASON: To re-appropriate funds earmarked for Comprehensive Recreation and Parks Master Plan project(the \$3,502 remaining from the \$28,500 budgeted in Fiscal Year 1993-94 Budget.)

The foregoing ordinance having been submitted to a vote, received the following vote and was duly adopted this 13th day of December, 1994:

Ayes: Michael Nelson, Randy Marshall, Hank Anderson, Eleanor Kinnaird, Frances Shetley, Jacquelyn Gist, Jay Bryan

Noes: None

Absent or Excused: None

BOARD OF ALDERMEN

ITEM NO. E(7)

AGENDA ITEM ABSTRACT

MEETING DATE: December 13, 1994

SUBJECT: Worksession/Sewer Service Extension Policies in the Joint Planning Area

DEPARTMENT: Planning Department	PUBLIC HEARING: YES ___ NO <u>X</u> ___
ATTACHMENTS: Minutes of the Public Water and Sewer Service Boundary Task Force JPA Map & OWASA Map	FOR INFORMATION CONTACT: Roy Williford, 968-7724
THE FOLLOWING INFORMATION IS PROVIDED:	
(x) Purpose	(x) Action Requested
() Summary	(x) Recommendation
	(x) Analysis

Purpose:

The purpose of this item is to review the existing Joint Planning Area (JPA) policies associated with the extension of public water and sewer facilities. Following this review the board should determine if it wishes to seek any changes in the existing policies.

This item was requested by the Board of Aldermen as part of their 1994 retreat and annual action agenda.

Analysis:

Orange County, Chapel Hill and Carrboro entered into a Joint Planning Agreement on November 2, 1987. The agreement establishes an urban Transition Area outside of both Chapel Hill and Carrboro in which urban services such as water and sewer may be extended. The Agreement also established a Rural Buffer outside of and around the Transition Area which "is rural in character and which will remain rural, contain low-density residential uses and not require urban services (public utilities and other town services)". The previously quoted phrase is contained under Article I, section 1.2 (Definitions) Subsection G "Rural Buffer" and provides the primary limiting statement, contained in the Agreement, regarding the extension of water and sewer facilities.

The Joint Planning Area Land Use Plan sets forth the basic land use planning principles and policies upon which implementation techniques such as zoning is based. This plan provides the following Sewer and Water Extension Policy as amended on 4/2/90:

"A sewer and water extension policy refers to an official or unofficial policy or policies regarding the expansion of centralized sewer and water systems into previously unserved areas. The presence or absence of water and sewer facilities significantly affects location and intensity of development in a given area. Without the provision of centralized sewage collection and disposal, land can only be developed for rural uses and at rural densities."

'The Orange Water and Sewer Authority (OWASA) is the provider of water and sewer in the Joint Planning Area. OWASA policy is to extend water and sewer in accordance with the adopted policies of the applicable local governments. Current Orange County policy is to approve water and sewer extensions generally only to recognized Transition Areas, and outside of Transition Areas, only to approve extensions of water or sewer systems to serve an essential public service, such as a school, or to remedy a public health emergency, such as a failing septic tank or failing package treatment plant.'

'Refinements to this policy have been recommended as part of Joint Planning Area implementation strategies. Under consideration currently is a temporary prohibition on public water extensions in University Lake Watershed until a study can be undertaken of the advisability of extending such service. Furthermore, either an out-right prohibition or a temporary prohibition on public sewer extensions appears likely, excepting sewer service extensions to remedy a public health emergency. If a temporary prohibition is adopted, the provision of sewer service in the watershed would be reconsidered following a study regarding the advisability of such extensions.'

On Thursday September 14, 1989 an amendment to the Joint Planning Agreement was considered at a Joint Public Hearing to add a new article 4 "Water and Sewer Extensions". This amendment stated the following:

"The extension of public water and sewer lines through the Rural Buffer portion of the Joint Planning Area is permitted, provided the extensions are necessary to serve an essential public facility, such as a school, or to remedy a public health emergency not otherwise correctable, such as a failing septic tank or failing package treatment plant. In either case, the facility or site to be served may not be located in the Rural Buffer and no connections to lines so extended are permitted within the Rural Buffer. The extension of public water and sewer lines into or through the Rural Buffer for other purposes is prohibited."

The amendment stated above failed to pass and the Joint Planning Agreement was not amended.

The Town of Carrboro has taken several actions regarding the extension of water and sewer into the Rural buffer or within the University Lake Watershed (the University Lake Watershed within Carrboro's jurisdiction is not in the Joint Planning Area but is within Carrboro's Extraterritorial Planning Jurisdiction). In a May 20, 1986 Resolution adopted by the Carrboro Board of Aldermen the following statement was included

"4. That sewer lines be allowed in the University Lake Watershed; that government continue the present practice of having developers pay for and construct their own systems and that developments within the transition area be required to be served by public water and sewer service."

"5. That a rural buffer be created around the Towns; that the buffer be characterized and attained through the retention of large tracts developed at low densities with cluster development, together with the preservation of the Duke Forest Lands with conservation uses."

The Town of Carrboro, on 5/15/90 and on 9/1/92 amended section 15-238 of the land use ordinance to include the following subsections applicable to the University Lake Watershed but not the Rural Buffer:

"(b) Notwithstanding any other provisions of this article, no sewage treatment system other than individual on site septic systems or individual on site alternative disposal systems approved by the Orange County Health Department or the appropriate state or federal agency and serving a single unit shall be allowed within the WR, C, B-5, and WM-3 zoning districts, except that any lots in the Rangewood Subdivision that were benefited by OWASA's previous water and sewer extension project and which appear on OWASA's final assessment role for that project may be connected to OWASA's water and/or sewer lines as long as all assessments, fees, and charges have been paid or are up to date.(AMENDED 09/01/92)"

"(c) Notwithstanding any other provisions of this article , no sewage collection system shall be allowed within the WR, C, B-5, and WM-3 zoning districts except to remedy a public health emergency not otherwise correctable such as (but not limited to) a failing septic system or failing package treatment plant as determined by the Orange County Health Department or other appropriate state or federal agency. (AMENDED 5/3/88; 6/23/88; 5/15/88)"

More recently the Town of Carrboro along with the town's of Chapel Hill and Hillsborough and Orange County have been meeting to discuss the formation of water and sewer service boundaries. Known as the

“Public Water And Sewer Service Boundary Task Force” this task force has met twice to (9/7/94 & 10/26/94) to formulate a recommendation on the notion of establishing water and sewer service boundaries within the county (minutes attached). Even though this task force has not been charged with addressing the issue of extending water and sewer facilities in the Rural Buffer , the responsible agency for extending water and/or sewer service to respond to a public health emergency within the Rural Buffer is being discussed.

In summary, the extension of public water and/or sewer service into or through the Rural Buffer is not prohibited directly, but is indirectly limited by the definition of Rural Buffer in the Joint Planning Agreement through the statement: “low-density residential uses and not require urban services (public utilities and other town services)”. The “Orange County Water and Sewer Policy” does limit the extension of water and/or sewer facilities to provide service to an essential public facility, such as a school, or to remedy a public health emergency. The Carrboro Land Use Ordinance, likewise limits the extension of such facilities within the University Lake Watershed to remedy a public health emergency. Changes to existing policies would at least require amendments to the Orange County Water and Sewer Policy, the Joint Planning Area Land Use Plan, the Joint Planning Agreement, and the Carrboro Land Use Ordinance.

Recommendation:

The administration recommends that the board review the information regarding the extension of water and sewer policies into the Rural Buffer or University Lake Watershed and indicate any changes that they wish to pursue.

Action Requested:

To receive the report on water and sewer extension policies and to instruct the administration on how to proceed.

MINUTES

PUBLIC WATER AND SEWER SERVICE BOUNDARY TASK FORCE

SEPTEMBER 7, 1994

A meeting of the Public Water and Sewer Service Boundary Task Force was held on Wednesday, September 7, 1994 at 7:30 p.m. in the Planning & Agricultural Building's conference room.

MEMBERS PRESENT: Hillsborough Town Commissioners Evelyn Lloyd and Allen Lloyd, Orange County Commissioners Moses Carey, Chair and Alice Gordon, Chapel Hill Town Council members Jim Protzman and Joe Capowski, OWASA board members Julie Andresen and Pat Davis

MEMBERS ABSENT: Carrboro Aldermen Mike Nelson and Jay Bryan, and OWASA Board member Barry Jacobs.

ADDITIONS/CHANGES TO AGENDA: None

A motion was made by Commissioner Lloyd, seconded by Council member Protzman, to approve the minutes of the June 29, 1994 meeting as circulated.

VOTE: UNANIMOUS

OWASA Chair Andresen requested additional information concerning the various delivery systems located within the County, as well as soils, capacity and population served. She indicated her fear was that once the agreements are signed and the lines drawn, they will be very difficult to change if new information comes to light.

A discussion ensued regarding whether or not the information being requested was necessary to the task of determining proposed utility service areas.

Commissioner Carey indicated that he did not believe that it was necessary information because all of the systems are interconnected. He felt that current capacity should not be a factor in determining where the lines are drawn. Elected officials, not current water capacity, determine where growth will occur. These lines will help the elected officials determine where that growth will happen and help the utilities plan for the future. It will also encourage immediate and appropriate response to public health emergencies.

Tom Hartye, Hillsborough Town Engineer indicated that Durham could find it necessary to refuse Hillsborough water but it is not likely nor would it be a serious problem if they did refuse. Hillsborough is anticipating that the proposed reservoir, along with Lake Ben Johnson, will meet their needs.

Pat Davis stated that drawing service boundary lines needs to be completed as soon as possible so that providers, citizens and elected officials know which provider is responsible in the event of a public health emergency. He stressed that he is not in favor of running water lines throughout the county.

proposed lines.

Commissioner Gordon felt that it was premature to request a response from utilities at this point.

Commissioner Carey felt that the utility providers on this Task Force could be requested to respond but that it is premature to contact those groups not yet in the process.

John Link indicated that capacity and hydrology could be discussed at the next meeting.

It was decided to use the north/south Ridge Line Hillsborough's 50 year line as a starting point for discussion at the next meeting. OWASA and Hillsborough will discuss the implications of capacity, hydrology, etc. at the next meeting.

There being no further business, the meeting was adjourned. The next meeting of this Task Force will be held on Wednesday, October 26, 1994 at 7:30 at the Government Services Center, Hillsborough, North Carolina.

Respectfully submitted,

Kathleen Baker, Deputy Clerk

MINUTES

PUBLIC WATER AND SEWER SERVICE BOUNDARY TASK FORCE

OCTOBER 26, 1994

A meeting of the Public Water and Sewer Service Boundary Task Force was held on Wednesday, October 26, 1994 at 7:30 p.m. in the Commissioner's Conference Room in the new Government Services Center, 200 Cameron Street, Hillsborough, North Carolina.

MEMBERS PRESENT: Orange County Commissioners Moses Carey and Alice Gordon, Hillsborough Town Commissioners Allen Lloyd and Evelyn Lloyd, Carrboro Board of Aldermen Mike Nelson and Jay Bryan, OWASA Board Members Julie Andresen and Barry Jacobs, and Chapel Hill Council members Joe Capowski and Jim Protzman.

STAFF PRESENT: Orange County Manager John Link, Engineer Paul Thames, Planning Director Marvin Collins, Planners David Stancil, Gene Bell, Intern Shannon Sexton, and Deputy Clerk to the Board Kathy Baker, OWASA Executive Director Everett Billingsly, and Ed Holland, Carrboro Planning Director Roy Williford, Chapel Hill Assistant to the Manager Greg Feller and Planner Chris Berndt, Hillsborough Engineer Tom Hartye and Planner Margaret Hauth.

ADDITIONS/CHANGES TO AGENDA: Julie Andresen presented a list of possible goals which she had created and requested that it be added to the Agenda for discussion.

MINUTES: The minutes of the September 7, 1994 meeting were approved by consensus.

REVIEW OF EXISTING AND PROJECTED POPULATIONS WITHIN PROPOSED UTILITY SERVICE AREAS: David Stancil presented a set of population estimates and projections for proposed Water/Sewer Service Areas using tables which summarize the water sources, capacity, and potential population served by the OWASA and Town of Hillsborough systems. That information, in its entirety, is in the permanent Utility Boundary file in the Clerk to the Board of Commissioners office.

In the following discussion it was mentioned that sewer was also going to be an issue for each community and that it is more expensive to provide than water. The State is currently implementing a River Basin Planning Project for sewer allocations. The impact of this initiative is not yet clear, however, it needs to be considered in future planning.

Julie Andresen stated that one of OWASA'S primary concerns is assigning responsibility for failing systems. OWASA is requesting authority to provide design review for future subdivisions within its area of interest. Those systems need to be built to municipal standards so that they can be integrated into the OWASA system if necessary.

Commissioner Carey indicated that this issue is currently being addressed by the County's Waste Water Treatment Monitoring Program.

Commissioner Gordon said that it needs to be determined exactly what is meant by responsibility within service or interest areas.

Everett Billingsly mentioned that Congress has passed legislation empowering the Rural Development Administration to begin working toward the goal of all citizens being served with water and sewer.

John Link mentioned that the Board of Commissioners have authorized a monitoring system which will go into effect in 1995. Also, developers will be required to set up escrow accounts to finance the eventual replacement of each new alternative system. This will cause developers to fund the replacement when and if that becomes necessary.

Paul Thames mentioned that another option which has not been discussed is for the County to create Sanitary Districts.

Everett Billingsly mentioned that the Triangle J Council of Government is developing a plan for interconnecting water supplies to be used in emergency situations. There are currently twenty North Carolina communities committed to this plan.

It was suggested that the "straw lines" be determined and that a list of issues be created. Each of the governing bodies could then confirm the straw lines and determine if the issues are ones they choose to address.

Jim Protzman suggested that an amended boundary plan be determined which would include Efland as an area of interest. Then OWASA could review and report on the technical implications of this proposal.

Consensus was reached on the areas of service responsibility as designated by the "strawline" on the attached map. The validity of this consensus will be contingent upon the development of future policies and protocol that will address the following:

- ~Responsibilities clearly delineated for all types of water/sewer provisions within each service area.

- ~Agreement on those responsibilities by the affected entities to include public utilities, local governments, county public Health Department and State regulating agencies.

- ~Clarification on how certain water/sewer systems (including repair or replacement) should be financed that are not presently under the purview of local utilities.

- ~Goal statements should be developed and agreed upon by affected entities that provide future direction. (See Attachment I for example)

A motion was made by Joe Capowski, seconded by Barry Jacobs, to approve the above statement with the attachment.

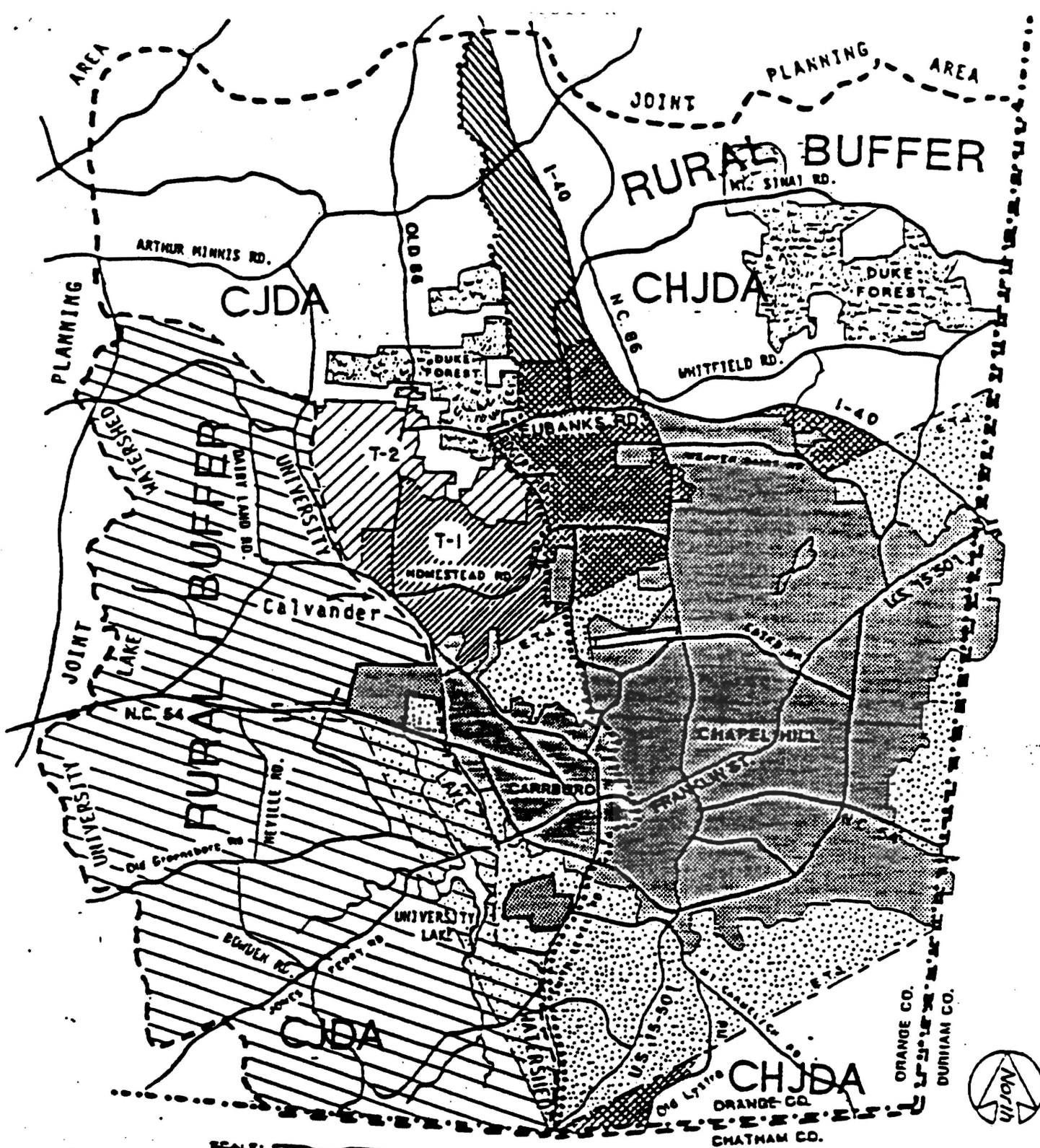
VOTE: UNANIMOUS






There being no further business the meeting was adjourned. It was determined





that one additional meeting was needed in order to review the recommendation and material which will be developed by staff. The next meeting will be held on Thursday, December 1, 1994 at 7:30 p.m. in the first floor conference room of the Chapel Hill Municipal Building, Airport Road, Chapel Hill, North Carolina.

Respectfully submitted,

Kathy Baker, Deputy Clerk



-  Carrboro Transition Area 1
-  Carrboro Transition Area 2
-  Chapel Hill Transition Area
-  Carrboro/Chapel Hill Joint Planning Boundary
-  Extraterritorial Jurisdiction (Existing)

-  University Lake Watershed in Orange County
-  University Lake Watershed in Carrboro E.T.J.
-  Chapel Hill/Carrboro Corporate Limits
-  Joint Courtesy Review Area

CHJDA Chapel Hill Joint Development Review Area
 CJDA Carrboro " " " "

BOARD OF ALDERMEN

ITEM NO. E(8)

AGENDA ITEM ABSTRACT

MEETING DATE: December 13, 1994

SUBJECT: Discussion of Organization of Landfill Owners' Group

DEPARTMENT:	PUBLIC HEARING: YES ____ NO <u>x</u>
ATTACHMENTS:	FOR INFORMATION CONTACT: Alderman Michael Nelson

PURPOSE

The need to develop a new landfill has forced the Landfill Owners Group to evaluate its organizational structure in order to finance and operate this facility. Over the years when discussing various solid waste management issues relating to the Landfill Owners Group, members of the Board have expressed concerns or interests. The purpose of this agenda item is to simply list these individual interests and concerns so they can be taken into consideration in preliminary discussions.

ANALYSIS

The staffs of the three jurisdictions are currently exploring various organization options to recommend to the LOG for carrying out future solid waste management functions and more specifically the development and operation of the new landfill. Aldermen Nelson requested that Board members discuss their concerns or interest about how the LOG has operated in the past.

It is premature at this time for the Board to decide or even reach consensus on any specific issues. It would be helpful to the Town Manager and Aldermen Nelson if individually board members could state their thoughts, interests or concerns about the LOG.

FOR EXAMPLE:

What are your thoughts or concerns about who owns the new landfill site?

What are your thoughts or concerns about who operates the landfill or solid waste management programs?

What are your thoughts or concerns about how or who makes decisions concerning solid waste management policy or programs, landfill site selection, LOG budgets, etc.?

This information will be helpful in deliberations in preparing a recommendation to bring to the Boards. Any structure that is chosen is going to have strengths and weaknesses. With the Board's input these options can be evaluated more easily.

ACTION REQUESTED

To have each board member discuss his or her interests or concerns about how the LOG has made its decisions in the past.

BOARD OF ALDERMEN

ITEM NO. D(10)

AGENDA ITEM ABSTRACT

MEETING DATE: December 13, 1994

SUBJECT: Report from Community Building Subcommittee on Establishment of a Neighborhood Council

DEPARTMENT: n/a	PUBLIC HEARING: YES ____ NO <u>x</u>
ATTACHMENTS:	FOR INFORMATION CONTACT: Alderman Bryan or Gist

PURPOSE

To receive a report from the Community Building Subcommittee on the establishment of a neighborhood council.

ACTION REQUESTED

To receive the report and instruct the Town Attorney to provide an amendment to the Town Code to establish the neighborhood council..

NEIGHBORHOOD FORUM

A. PREAMBLE

As Carrboro grows in population and its boundaries expand, its citizens seek opportunities to enlarge their circle of acquaintances as well as to feel a part of the entire community. Expanding acquaintances and feeling a part of the Carrboro community engenders cooperation, respect, and a sense of tradition and history that is needed amidst the diverse, mobile and rapidly changing world challenging the citizens of Carrboro.

Neighborhoods are the home to which citizens return each day. They also serve as the natural arena where individuals begin to engage in public discourse, identify common needs and capacities and work for change. Neighborhoods and their health are essential to the health of Carrboro. All of Carrboro's neighborhoods are bound together in a mutual call to make them safe to return home to.

Civic renewal and neighborhood vitality are mutually dependent. By working together with town government, citizens can enlarge their sense of identity beyond their individual neighborhoods, learn about and contribute to the over-all well being of the community, increase the effectiveness of programs that need citizen cooperation, and nurture relationships between citizens and their civic institutions so that citizens can begin to believe that Carrboro's government is listening to its citizens. People working together for the common good and being actively involved in local democracy can have a direct and tangible effect on the community.

B. PRINCIPLES

The Neighborhood Forum will allow Carrboro citizens to work together for the common good and community self determination. It will be guided in its coming together, deliberations and consensus-building by the following ten ingredients for building community and community problem solving, as described by John Gardner in his essay, "Building Community."

1. Wholeness Incorporating Diversity. Diversity in Carrboro represents a breadth of tolerance and sympathy which allows for adaptation and renewal in a changing world. Wholeness of community means pluralism that achieves coherence among diverse groups which are given the right to pursue their proposes within the law, retain their identity and share in the setting of larger goals while working and caring for the common good of all citizens.

2. A Reasonable Base of Shared Values. A community teaches core values about what affects the common good and the future. The lessons that the community can impart through its traditions, history and collective memory can form a reasonable framework of shared values that heal and strengthen its members.

3. Caring, Trust and Teamwork. A climate of caring, trust and teamwork, where citizens deal with each other humanely and with respect for differences and the value of the individual, fosters cooperation, connectedness and community. Ways for resolving disputes and conflict should be developed not to abolish conflict but to achieve constructive outcomes when conflicts arise.

4. Effective Internal Communications. Fostering communication between all citizens from different neighborhoods in a tradition of civility and common language can reduce misunderstanding and increase effective communications within the community.

5. Participation. Participation allows all citizens from leaders and volunteers, children and adults to have a role to play in the civic health of Carrboro.

6. Affirmation. A healthy community reaffirms itself and its shared purpose by nourishing its own morale, facing up to its flaws and criticism, and having confidence in itself.

7. Links Beyond Community. Each community nests within a bigger one. Neighborhoods nest within larger communities which nest within the town. Each one needs to recognize its responsibility to the larger whole.

8. Development of Young People. A community should prepare its young people for leadership, instill shared values and foster commitment to shared purposes and a common heritage.

9. A Forward View. A community needs to examine where it should go and what it may become.

10. Institutional Arrangement for Community Maintenance. Government and members of the community who share leadership tasks must provide community maintenance and think of the fate of the community as a whole.

C. CHARGE

In addition to using John Gardner's ten ingredients for community building and problem solving as the framework and context for its deliberations, the Neighborhood Forum shall:

1. Work together with their town government to improve the quality of life in all neighborhoods by removing barriers between neighborhoods and between neighborhoods and town government.

2. Serve as a means of gathering opinions through open discussion by its membership concerning issues that affect the quality of life in neighborhoods and to communicate those various points of view to the Mayor and Board of Aldermen. These discussions should also develop a deeper understanding of these issues among the neighborhoods.

3. Assist the Mayor and Board of Aldermen in their deliberations as they may request (e.g. providing information, opinions, and feedback on service quality, efficiency and effectiveness of town government).

4. Foster the need to preserve and renew the citizens' common heritage and community stemming from residency in Carrboro.

5. Foster the cooperation, connectedness and collaboration that sustains community.

6. Identify morale building activities, such as block parties, dances and celebrations, and other positive ways to which the citizens of Carrboro can celebrate their life and community together.

7. Let citizens get to know each other better.

8. Foster a web of personal acquaintances that transcend neighborhoods, churches, non-profit organizations and other sub-groups in the town.

D. MEMBERSHIP

Each neighborhood shall be asked to send a representative and to have an alternate to serve when the representative is unavailable. The geographical boundaries of each "neighborhood" shall be determined by the Board of Aldermen. Generally, when a neighborhood or homeowners' association exists, the neighborhood designated by the Board shall be co-extensive with the membership in that association, and the representative from that neighborhood should be selected by the association. If such an association does not exist, the Board of Aldermen shall solicit nominations and select a representative and alternate.

1. To the extent possible, neighborhoods may be grouped so as to provide equity in representation.

2. New neighborhoods will be assigned to an existing neighborhood until such time as their size indicates a need for individual representation.

3. Members will serve for one year with the right to be reappointed for a second term and the right to be reappointed thereafter after an absence from the council for a minimum of one year.

E. MEETING PROCESS

In general, meetings of the Neighborhood Forum will be conducted in accordance with the following principles:

1. Allowance will be made for ambivalence, for questions, for ideas to be tested, and for connections to be made.

2. Members are encouraged to draw on their own life experience and imagination and to use their own sense of what seems right.

3. Emotion is a vital part of public discussion.

4. Every member plays a meaningful role.

5. No neighborhood carries more weight than any other.

6. A safe environment will be created for members to express beliefs, opinions and feelings, to change their minds, and to share responsibilities and control.

Specifically, a chairperson will direct the meetings and discussions. The chairperson will receive meeting facilitation training in accordance with the following ground rules:

- a. Test assumptions and inferences
- b. Share all relevant information
- c. Focus on interests not positions
- d. Be specific - give examples
- e. Agree on what important words mean
- f. Explain the reasons behind one's statements, questions and actions
- g. Disagree openly when in disagreement
- h. Make statements, then invite questions and comments
- i. Jointly design ways to test disagreements and solutions
- j. Avoid taking cheap shots or otherwise distracting the council members
- k. Make decisions by consensus where possible. With respect to deliberations conducted under paragraphs 2 and 3 of the "Charge" as set forth above, the principal objectives of such discussions are stated therein; therefore, where consensus does not exist, it is not intended that the council shall attempt to state a "collective position" on such issues, by a majority vote or otherwise.

F. MEETING SCHEDULE

A chairperson and a vice-chairperson will be elected on an annual basis for purposes of running the meetings. The Neighborhood Forum will meet quarterly or as otherwise directed or needed.

The following ordinance was introduced by Alderman Jay Bryan and duly seconded by Alderman Jacquelyn Gist.

**AN ORDINANCE AMENDING THE TOWN CODE
TO ESTABLISH A NEIGHBORHOOD FORUM
Ordinance No. 20/95-95**

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

Section 1. Article V of the Carrboro Town Code is amended by adding a new Section 3-24.6 to read as follows:

Section 3-24.6. Neighborhood Forum

(a) Preamble. As Carrboro grows in population and its boundaries expand, its citizens seek opportunities to enlarge their circle of acquaintances as well as to feel a part of the entire community. Expanding acquaintances and feeling a part of the Carrboro community engenders cooperation, respect, and a sense of tradition and history that is needed amidst the diverse, mobile and rapidly changing world challenging the citizens of Carrboro.

Neighborhoods are the home to which citizens return each day. They also serve as the natural arena where individuals begin to engage in public discourse, identify common needs and capacities and work for change. Neighborhoods and their health are essential to the health of Carrboro. All of Carrboro's neighborhoods are bound together in a mutual call to make them safe to return home to.

Civic renewal and neighborhood vitality are mutually dependent. By working together with town government, citizens can enlarge their sense of identity beyond their individual neighborhoods, learn about and contribute to the overall well being of the community, increase the effectiveness of programs that need citizen cooperation, and nurture relationships between citizens and their civic institutions so that citizens can begin to believe that Carrboro's government is listening to its citizens. People working together for the common good and being actively involved in local democracy can have a direct and tangible effect on the community.

(b) Principles. The Neighborhood Forum will allow Carrboro citizens to work together for the common good and community self determination. It will be guided in its coming together, deliberations and consensus-building by the following ten ingredients for building community and community problem solving, as described by John Gardner in his essay, "Building Community."

- (1) Wholeness Incorporating Diversity. Diversity in Carrboro represents a breadth of tolerance and sympathy which allows for adaptation and renewal in a changing world. Wholeness of

community means pluralism that achieves coherence among diverse groups which are given the right to pursue their proposes within the law, retain their identity and share in the setting of larger goals while working and caring for the common good of all citizens.

- (2) A Reasonable Base of Shared Values. A community teaches core values about what affects the common good and the future. The lessons that the community can impart through its traditions, history and collective memory can form a reasonable framework of shared values that heal and strengthen its members.
- (3) Caring, Trust and Teamwork. A climate of caring, trust and teamwork, where citizens deal with each other humanely and with respect for differences and the value of the individual, fosters cooperation, connectedness and community. Ways for resolving disputes and conflict should be developed not to abolish conflict but to achieve constructive outcomes when conflicts arise.
- (4) Effective Internal Communications. Fostering communication between all citizens from different neighborhoods in a tradition of civility and common language can reduce misunderstanding and increase effective communications within the community.
- (5) Participation. Participation allows all citizens from leaders and volunteers, children and adults to have a role to play in the civic health of Carrboro.
- (6) Affirmation. A healthy community reaffirms itself and its shared purpose by nourishing its own morale, facing up to its flaws and criticism, and having confidence in itself.
- (7) Links Beyond Community. Each community nests within a bigger one. Neighborhoods nest within larger communities which nest within the town. Each one needs to recognize its responsibility to the larger whole.
- (8) Development of Young People. A community should prepare its young people for leadership, instill shared values and foster commitment to shared purposes and a common heritage.
- (9) A Forward View. A community needs to examine where it should go and what it may become.
- (10) Institutional Arrangement for Community Maintenance. Government and members of the community who share leadership tasks

must provide community maintenance and think of the fate of the community as a whole.

(c) Charge. In addition to using John Gardner's ten ingredients for community building and problem solving as the framework and context for its deliberations, the Neighborhood Forum shall:

- (1) Work together with their town government to improve the quality of life in all neighborhoods by removing barriers between neighborhoods and between neighborhoods and town government.
- (2) Serve as a means of gathering opinions through open discussion by its membership concerning issues that affect the quality of life in neighborhoods and to communicate those various points of view to the Mayor and Board of Aldermen. These discussions should also develop a deeper understanding of these issues among the neighborhoods.
- (3) Assist the Mayor and Board of Aldermen in their deliberations as they may request (e.g. providing information, opinions, and feedback on service quality, efficiency and effectiveness of town government).
- (4) Foster the need to preserve and renew the citizens' common heritage and community stemming from residency in Carrboro.
- (5) Foster the cooperation, connectedness and collaboration that sustains community.
- (6) Identify morale building activities, such as block parties, dances and celebrations, and other positive ways to which the citizens of Carrboro can celebrate their life and community together.
- (7) Let citizens get to know each other better.
- (8) Foster a web of personal acquaintances that transcend neighborhoods, churches, non-profit organizations and other sub-groups in the town.

(d) Membership. Each neighborhood shall be asked to send a representative and to have an alternate to serve when the representative is unavailable. The geographical boundaries of each "neighborhood" shall be determined by the Board of Aldermen. Generally, when a neighborhood or homeowners' association exists, the neighborhood designated by the Board shall be co-extensive with the membership in that association, and the representative from that neighborhood should be selected by the

association. If such an association does not exist, the Board of Aldermen shall solicit nominations and select a representative and alternate.

- (1) To the extent possible, neighborhoods may be grouped so as to provide equity in representation.
- (2) New neighborhoods will be assigned to an existing neighborhood until such time as their size indicates a need for individual representation.
- (3) Members will serve for one year with the right to be re-appointed for a second term and the right to be re-appointed thereafter after an absence from the Forum for a minimum of one year.

(e) Meeting Process; Principles. In general, meetings of the Neighborhood Forum will be conducted in accordance with the following principles:

- (1) Allowance will be made for ambivalence, for questions, for ideas to be tested, and for connections to be made.
- (2) Members are encouraged to draw on their own life experience and imagination and to use their own sense of what seems right.
- (3) Emotion is a vital part of public discussion.
- (4) Every member plays a meaningful role.
- (5) No neighborhood carries more weight than any other.
- (6) A safe environment will be created for members to express beliefs, opinions and feelings, to change their minds, and to share responsibilities and control.

(f) Meeting process; ground rules. A chairperson will direct the meetings and discussions. The chairperson will receive meeting facilitation training in accordance with the following ground rules:

- (1) Test assumptions and inferences
- (2) Share all relevant information
- (3) Focus on interests not positions
- (4) Be specific - give examples

- (5) Agree on what important words mean
- (6) Explain the reasons behind one's statements, questions and actions
- (7) Disagree openly when in disagreement
- (8) Make statements, then invite questions and comments
- (9) Jointly design ways to test disagreements and solutions
- (10) Avoid taking cheap shots or otherwise distracting the council members
- (11) Make decisions by consensus where possible. With respect to deliberations conducted under paragraphs 2 and 3 of the "Charge" as set forth above, the principal objectives of such discussions are stated therein; therefore, where consensus does not exist, it is not intended that the forum shall attempt to state a "collective position" on such issues, by a majority vote or otherwise.

(g) Meeting Schedule. A chairperson and a vice-chairperson will be elected on an annual basis for purposes of running the meetings. The Neighborhood Forum will meet quarterly or as otherwise directed or needed.

Section 2. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 3. This ordinance shall become effective upon adoption.

The foregoing ordinance, having been submitted to a vote, received the following vote and was duly adopted this 13th day of December, 1994:

Ayes: Michael Nelson, Randy Marshall, Hank Anderson, Eleanor Kinnaird, Frances Shetley, Jacquelyn Gist, Jay Bryan

Noes: None

Absent or Excused: None

BOARD OF ALDERMEN

ITEM NO. E(9)

AGENDA ITEM ABSTRACT

MEETING DATE: December 13, 1994

SUBJECT: Appointment to Agenda Planning Committee

DEPARTMENT: n/a	PUBLIC HEARING: YES ____ NO <u>X</u>
ATTACHMENTS: Memo from Alderman Marshall	FOR INFORMATION CONTACT:

PURPOSE

The Board of Aldermen will consider making an appointment to the Agenda Planning Committee to replace Alderman Gist whose term expires on December 31, 1994.

SUMMARY

The terms of the Agenda Planning Committee are staggered. The following is the current makeup of the committee:

Alderman Shetley's term expires on 12/31/96
Alderman Bryan's term expires on 12/31/95
Alderman Gist's term expires on 12/31/94

Alderman Marshall prepared a memo to the Board last year proposing a rotation schedule of board seats on the Agenda Planning Committee (a copy of that memo is attached). Following Alderman Marshall's suggested rotation schedule, Alderman Nelson or Anderson should replace Alderman Gist this year.

ACTION REQUESTED

To make an appointment to the Agenda Planning Committee to replace Alderman Gist.

MEMORANDUM

TO: Mayor and Board of Aldermen
FROM: Alderman Randy Marshall
SUBJECT: Appointments to Agenda Planning Committee
DATE: December 2, 1993
COPIES: File

Based on the following information supplied by the Town Clerk, I would propose that we adopt (informally) a rotation of board seats on the Agenda Planning Committee as follows:

Jay's term expires 12/31/95
Jacquie's term expires 12/31/94
Hilliard's term expires 12/31/93

The minutes indicated that my term expired 12/31/92; Tommy's term expired 12/31/91; Frances' term expired 12/31/90; Jay's former term expired 12/31/89.

If we follow this order Frances would replace Caldwell this year (12/31/93), Hank or Mike would replace Jacquie next year (12/31/94), and I would replace Jay the following year (12/31/95), etc.

BOARD OF ALDERMEN

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