

potential to delay the opening of CHCCS high school #3 and should be avoided; and

WHEREAS, the BOARD OF COMMISSIONERS in cooperation with the BOARD OF EDUCATION and the Orange County Board of Education has adopted School Construction Standards, hereinafter called "the Standards," for each public school level, elementary, middle and high; and

WHEREAS, the BOARD OF EDUCATION, on June 19, 2003, adopted resolutions in support of its decision to locate CHCCS high school #3 on a site abutting Rock Haven, Ray and Smith Level Roads south of Chapel Hill and Carrboro and in Carrboro's planning jurisdiction; and

WHEREAS, by the June 19, 2003 resolutions, the BOARD OF EDUCATION requested the BOARD OF COMMISSIONERS approve the purchase by the BOARD OF EDUCATION of certain identified properties for a total appraised value of \$2,535,700 and further requested permission from the BOARD OF COMMISSIONERS for the BOARD OF EDUCATION to exercise the BOARD OF EDUCATION's statutory authority to acquire the identified parcels by the exercise of eminent domain; and

WHEREAS, by the June 19, 2003 resolutions, the BOARD OF EDUCATION requested the BOARD OF COMMISSIONERS approve a capital project ordinance for CHCCS high school #3 to include \$2,535,700

for land acquisition and \$234,375 for planning fees through schematic design; and

WHEREAS, the BOARD OF EDUCATION resolved, in the June 19, 2003 resolutions, that it would not request from the BOARD OF COMMISSIONERS "funding for the acquisition of land for the [CHCCS high school #3] project over and above the appraised value that would increase the debt of the County;" and

WHEREAS, the BOARD OF EDUCATION does not have a contract for the purchase of any of the identified properties necessary; and

WHEREAS, the process of acquiring property by eminent domain does not permit a determination at the time it is exercised of the total cost of the properties condemned, rather the total cost of the properties condemned may not be known for years after the property is acquired, occupied and in use by the condemning authority; and

WHEREAS, site design consultants of the BOARD OF EDUCATION advised the BOARD OF EDUCATION that the construction of CHCCS high school #3 on the identified parcels presents certain design issues including the likelihood that the considerable rock located on one or more of the identified parcels adds uncertainty to the development costs of CHCCS high school #3; and

WHEREAS, the BOARD OF COMMISSIONERS endorses neither the site selected for CHCCS high school #3 nor the acquisition by eminent domain of the parcels of land that will make up the site, however, the BOARD OF COMMISSIONERS acknowledges that the BOARD OF EDUCATION is within its statutory power to acquire the properties it has selected for the siting of CHCCS high school #3 and to do so by the exercise of eminent domain; and

WHEREAS, the amount of funding identified by the BOARD OF COMMISSIONERS for CHCCS high school #3 is \$27,800,000; and

WHEREAS, no concept plan for CHCCS high school #3 has yet been presented by the BOARD OF EDUCATION to the BOARD OF COMMISSIONERS with a projected cost of \$27,800,000; and

WHEREAS, the BOARD OF COMMISSIONERS on June 16, 2003, in the context of a proposal by the BOARD OF EDUCATION for the approval of approximately \$33,870,000 in funding for CHCCS high school #3, approved a request that the BOARD OF EDUCATION consider a number of options for meeting student capacity at the high school level for students residing in the Chapel Hill-Carrboro City School District; and

WHEREAS, in that June 16, 2003 action, the BOARD OF COMMISSIONERS offered, "in order to promote creative thinking and a sounder example for young people" to approve an appropriation to the BOARD OF EDUCATION's capital expense fund \$2,200,000 more than \$27,800,000 for CHCCS high school #3,

provided the BOARD OF COMMISSIONERS is satisfied with a proposal that can be made by the BOARD OF EDUCATION for a design of CHCCS high school #3 that promotes smart-growth, which design addresses "reduced parking, [reduced] land disturbance, and other deleterious aspects of current plans;" and

WHEREAS, after careful consideration of all of the uncertainties and circumstances surrounding CHCCS high school #3, the only reasonable way for the BOARD OF COMMISSIONERS to give funding authorization necessary for CHCCS high school #3 is to do so holistically; and

WHEREAS, the BOARD OF COMMISSIONERS has held public hearings on the use of \$12,800,000 for CHCCS high school #3, which money was originally programmed for a tenth elementary school in the Chapel Hill-Carrboro City School District in the 2001 bond program, and on the BOARD OF EDUCATION selected location of CHCCS high school #3; and

WHEREAS, the BOARD OF COMMISSIONERS and the BOARD OF EDUCATION have approved a funding mechanism to fund CHCCS high school #3; and

WHEREAS, the BOARD OF COMMISSIONERS and the BOARD OF EDUCATION desire to enter into this Interlocal Agreement to set forth the respective undertakings and responsibility of each party; and

WHEREAS, the BOARD OF COMMISSIONERS and the BOARD OF EDUCATION have each approved this Interlocal Agreement and have caused such approval to be reflected in the respective minutes of each governing board.

NOW THEREFORE, pursuant to North Carolina General Statute §§ 160A-461 and 115C-431, the BOARD OF EDUCATION and the BOARD OF COMMISSIONERS agree as follows:

1. THE PURPOSE: The parties enter into this Interlocal Agreement to establish a funding mechanism: (1) for the purchase by the BOARD OF EDUCATION by eminent domain or otherwise of properties which together have been identified by the BOARD OF EDUCATION as its choice for the site for CHCCS high school #3, and (2) for the appropriation from the BOARD OF COMMISSIONERS to the BOARD OF EDUCATION's school capital expense fund of the funds for the completion of CHCCS high school #3. The recitals set forth above are incorporated by reference as if fully set forth herein.

2. The BOARD OF COMMISSIONERS agrees to appropriate the funds necessary for the purchase by condemnation or otherwise of the properties identified at the estimated costs identified as follows:

<u>Parcels</u>	<u>Acreage</u>	<u>Appraised Values</u>
Glover property	49.5	\$1,658,700
Fisher property	10.6	551,000

Minton property	<u>3.6</u>	<u>326,000</u>
Total	63.72	\$2,535,700

3. The BOARD OF COMMISSIONERS agrees to appropriate a total of \$27,800,000 for the total of all of the elements contained in the Standards for CHCCS high school #3 with funding from bonds (approved for CHCCS elementary school #10), impact fees and alternative financing.

4. Any amount by which the total cost of CHCCS high school #3 exceeds \$27,800,000 will be paid for by BOARD OF EDUCATION pay-as-you-go CIP revenue not requiring the BOARD OF COMMISSIONERS to incur debt.

5. In consideration and subject to the BOARD OF COMMISSIONERS complying with the terms hereof, the BOARD OF EDUCATION irrevocably waives and relinquishes its right to initiate and pursue any statutory or judicial process to appeal, mediate, arbitrate or otherwise resolve any dispute between the boards regarding the amount approved by the BOARD OF COMMISSIONERS for the acquisition of the site for CHCCS high school #3, the amount appropriated now and in the future by the BOARD OF COMMISSIONERS to the BOARD OF EDUCATION's school capital expense fund for CHCCS high school #3 and as this appropriation may impact the total appropriations now and in the future from the BOARD OF COMMISSIONERS to the BOARD OF EDUCATION's school capital expense fund.

6. The term of this Interlocal Agreement shall be, and its provisions shall govern appropriations from the BOARD OF COMMISSIONERS to the BOARD OF EDUCATION for CHCCS high school #3 land acquisition and the BOARD OF EDUCATION's capital expense fund for the parties fiscal years from July 1, 2003 through the year in which the BOARD OF EDUCATION's pay-as-you-go CIP revenue pays off any amount by which the total cost of CHCCS high school #3 exceeds \$27,800,000 as identified in paragraph number 4 of this agreement.

7. This agreement does not impact the CIP funding now and in the future related to other mutually agreed-upon school needs of the BOARD OF EDUCATION except to the extent that those school needs require pay-as-you-go CIP funding committed to CHCCS high school #3 as provided for in this agreement.

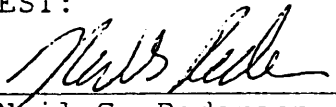
8. The BOARD OF COMMISSIONERS agrees to approve, by capital project ordinance, an appropriation to the capital expense fund of the BOARD OF EDUCATION of \$2,200,000 more than \$27,800,000 for CHCCS high school #3, provided the BOARD OF COMMISSIONERS is satisfied with a BOARD OF EDUCATION proposed design of CHCCS high school #3 that promotes smart-growth, which design addresses reduced parking, reduced land disturbance and other deleterious aspects of the previously reviewed plan for the construction and site development of CHCCS high school #3.

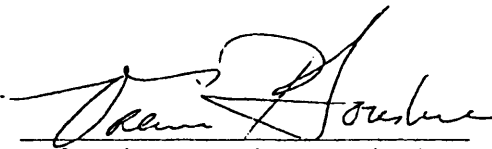
9. The parties may only amend this agreement by a written agreement approved by both boards and signed by their respective duly authorized representatives.

IN WITNESS WHEREOF the BOARD OF EDUCATION and the BOARD OF COMMISSIONERS have caused their duly authorized officials to execute this agreement the day and year first above written, pursuant to authority duly given and as their respective acts, intending to be bound thereby.

**CHAPEL HILL-CARRBORO CITY
BOARD OF EDUCATION**

ATTEST:

By: 
Neil G. Pedersen,
Superintendent

By: 
Valerie Foushee, Chair
Board of Education

ORANGE COUNTY

By: 
Margaret Brown, Chair
Board of Commissioners

ATTEST:

By: 
Donna S. Baker, Clerk

NORTH CAROLINA

INTERLOCAL AGREEMENT ADDENDUM "B"

ORANGE COUNTY

THIS INTERLOCAL AGREEMENT ADDENDUM "B," made and entered into this ____ day of _____, 2003 and effective as of the ____ day of _____, 2003, by and between the CHAPEL HILL-CARRBORO CITY BOARD OF EDUCATION, a body politic of the State of North Carolina, hereinafter called the "BOARD OF EDUCATION," and ORANGE COUNTY, a body politic and corporate of the State of North Carolina, hereinafter called the "BOARD OF COMMISSIONERS," to clarify the scope of and define terms in the INTERLOCAL AGREEMENT and INTERLOCAL AGREEMENT ADDENDUM "A" between the parties regarding approval by the BOARD OF COMMISSIONERS of the amount to be spent by the BOARD OF EDUCATION for the site of the third high school in the Chapel Hill-Carrboro City School District, hereinafter called CHCCS high school #3, and regarding amounts to be appropriated by the BOARD OF COMMISSIONERS to the capital outlay fund of the BOARD OF EDUCATION for CHCCS high school #3.

NOW THEREFORE, pursuant to North Carolina General Statute §§ 160A-461 and 115C-431, the BOARD OF EDUCATION and the BOARD OF COMMISSIONERS agree that the following standards, if met, will satisfy the smart growth requirements of paragraph 8 of the

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INTERLOCAL AGREEMENT and the smart growth requirements of the INTERLOCAL AGREEMENT ADDENDUM "A" for CHCCS high school #3:

1. Transportation Standards. The building shall be located within ¼ mile of an existing or planned trail, greenway, bikeway or bus line. The design of CHCCS high school #3 and its facilities shall provide bike racks and storage for 10% of the building occupants and provide preferred parking for carpools and alternative vehicles and, shall reduce parking lot size and its associated impervious surfaces by 35% from Orange County School Construction Standards by providing automobile parking as follows: Phase I student parking, 174 spaces, Phase I and II teacher/staff/visitor parking, 80 spaces (all to be constructed with Phase I); Phase II additional student parking, 86 spaces.

2. Site Standards. The design of CHCCS high school #3 and its facilities shall preserve a minimum of 30% of the site in undeveloped space and shall provide shade on at least 30% of non-roof impervious surface on the site within 5 years or use an open grid pavement system, with less than 50% impervious surface, for 50% of the parking area. The site shall comply with the Town of Carrboro's new stream protection plan and implement a storm management plan that does not increase the rate or quality of runoff from the site;

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3. Building Standards. The building design shall stress compact design features including multi-story construction. The physical education and athletic facilities shall be designed to minimize land disturbance;

4. Water Use Standards. Design standards shall have a goal of aggregate water reduction of 20% of the base, not including irrigation, after meeting EPA 1992 fixture performance requirements with respect to irrigation and reflect xeriscaping principles;

5. Shared Use Standards. Design standards shall provide the public with non-school hour access to exterior spaces, including a vita track, cross country course designed and maintained to increase environmental awareness and interior spaces for community use including common areas, auditoria and meeting rooms; and

6. CHCCS High Performance Standards. Design standards shall comply with the high performance building design criteria in School Board Policy 9040 (see attached).

7. Transportation Enhancement Standards. Commit at least \$300,000 of the \$2,200,000 additional appropriation to the following capital purchases as part of a smart growth plan to reduce dependency on the automobile for school functions and to reduce vehicle miles traveled related to school functions:

a. the purchase of busses or shuttles to be owned by CHCCS or otherwise, in tandem with the development of an enhanced transportation system, for school uses and functions, including student, staff and teacher transportation to and from school and student, staff, teacher and visitor transportation to and from preschool and afterschool programs;

b. contributions of funds and expertise to the evaluation and development of the use of Chapel Hill Area Transit and/or Orange Public Transportation to provide non-automobile alternatives for transportation of students, staff, teachers and visitors to and from school, preschool and afterschool programs;

c. the purchase of transit software to be used to reduce vehicle miles traveled in future redistricting decisions;

d. promote walking to and from school and pre and after school programs by funding with matching grants the construction of sidewalks in Carrboro and Chapel Hill located within 1.5 miles of CHCCS high school #3 (the school "walk zone") which sidewalks are likely to be constructed by Carrboro and Chapel Hill only in response to matching grants;

e. promote bike riding to and from school and pre and after school programs by funding with matching grants the construction of bike lanes in Carrboro and Chapel Hill within

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the attendance district of CHCCS high school #3 which bike lanes are likely to be constructed by or at the request of Carrboro and Chapel Hill only in response to matching grants;

f. promote bus and other transit transportation to and from school and pre and after school programs by funding the construction of weatherproof, climate controlled shelters at locations within the attendance district of CHCCS high school #3 adjacent to or conveniently close to park and ride locations established by Carrboro, Chapel Hill and the University of North Carolina.

8. Public Road Improvement Standards. Endorse the timely construction of road improvements to Smith Level Road and intersection improvements to the intersection of Rock Haven Road and Smith Level Road which improvements have been endorsed by Carrboro and Orange County and which improvements, if timely constructed, will reduce by as much as \$250,000 the offsite road improvement cost to CHCCS in its construction of CHCCS high school #3.

IN WITNESS WHEREOF the BOARD OF EDUCATION and the BOARD OF COMMISSIONERS have caused their duly authorized officials to execute this agreement the day and year first above written, pursuant to authority duly given and as their respective acts, intending to be bound thereby.

CHAPEL HILL-CARRBORO CITY
BOARD OF EDUCATION

ATTEST:

By: _____
Neil G. Pedersen,
Superintendent

By: _____
Valerie Foushee, Chair
Board of Education

ORANGE COUNTY

ATTEST:

By: _____
Donna S. Baker, Clerk

By: _____
Barry Jacobs, Chair
Board of Commissioners

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Policy Code: 9040 High Performance Building Design Criteria

The Board of Education supports the construction of school facilities that are designed to be cost-efficient, durable and sensitive to the environment. These criteria can only be met when an integrated approach to design is used from concept introduction to building commissioning. The Board of Education takes its role as stewards of taxpayer funds seriously and supports efforts to design and construct schools that not only are cost efficient to build but will reduce operational expenses over the life-span of the building.

The Board of Education supports the definition of High Performance Schools provided below and will incorporate it during the design and construction phases of school development. *High Performance Schools (HPS) are designed to improve the learning environment while saving energy, materials and natural resources.*

The Board desires that the following design characteristics of HPS be incorporated into every school design to the extent feasible, recognizing constraints associated with budgets, sites and other such factors.

Develop in an Appropriate and Environmentally Sensitive Manner

- Orientation for energy conservation
- Conservation of natural areas
- Respect for resource conservation districts
- Balanced use of fill or excavation
- Respect for flood plains and flowage easements

Reduce the Use of Water

- Use of low volume toilets, faucets, showerheads and irrigation systems
- Monitor water usage

Provide High Efficiency HVAC and Lighting

- Install high efficiency boilers and chillers
- Install T-8 lighting
- Provide solar powered lighting
- Provide motion detector lighting
- Consider daylighting
- Provide adequate insulation
- Design 4 pipe HVAC systems

Use Materials That Conserve Raw Resources

- Designate area for recyclable materials
- Use recycled material in construction where available

Divert landfill debris from construction sites

Recycle building material to the next project

Promote Positive Indoor Air Quality

Increase outside air

Reduce pesticide use

Reduce mold and mildew

Reduce or eliminate water infiltration

Provide appropriate HVAC filtering

Install non-toxic building materials

Limit carpet use

Provide Balanced Temperature

Balance delivery of HVAC

Install accurate thermostats

Reduce classroom humidity

Install appropriately sized units

Design the School for Visual Comfort

Increase outside or natural light through daylighting

Design lighting to eliminate glare and distortion

Provide consistency in lighting color

Design connections through windows to the outside

Limits Excessive Noise

Limit excessive exterior noise infiltration

Limit excessive HVAC noise

Limit proximity to excessive interior noise

Limit hallway noise

Appropriately place classrooms that are noisy by their content

Training for All Personnel

Provide training for custodians, teachers and principals

Commission the building (meaning that all systems work as designed)

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- Stockpile topsoil for later use
- Prevent sedimentation from entering sewers or stream

2.2 Site Selection

- Provide 100 foot buffers from any wetland area and 50 feet from any free flowing water streams
- Building can be sited no lower than 5 feet above the 100 year flood plain
- Avoid agricultural land as defined by the Farmland Trust
- Avoid land with extreme slopes or hill

2.5 Alternative Transportation

- Locate building within 1/2 mile of an existing or planned trail, greenway, bikeway or bus line
- Provide bike racks and storage for 10% of the building occupants if appropriate
- Provide preferred parking for carpools and alternative vehicles
- Provide easy bike and pedestrian access to the building site

2.6 Site Disturbance

- Preserve a minimum of 30% of the site in undeveloped space if possible without reducing programmatic features of the school
- Ensure that any cultural landmarks as identified by the state or local government remain undisturbed

2.7 Stormwater Management

- Implement a stormwater management plan that does not increase the rate or quantity of runoff from the site

2.8 Heat Islands

- Provide shade (within 5 years) on at least 30% of non-roof impervious surface on the site or use an open grid pavement system, with less than 50% impervious surface, for 50% of the parking area
- Use high reflectance and low emissivity roofing on 75% of the roof area

2.9 Light Pollution

- On school maintained and controlled land, design exterior lighting that the cutoff angle does not exceed 45%
- Design lighting to prevent reflection onto another property

Water

3.1 Water Efficient Landscaping

- Reduce potable water consumption used for landscape irrigation by 50% by using drip systems,

well water or storm water runoff.

- Limit landscape irrigation and use drought resistant plants

3.2 Wastewater Technology

- Reduce municipally provided potable water for building sewage flow by using gray water or waterless fixtures

3.3 Water Use Reduction

- Reduce aggregate water use by a minimum of 20% than the base, not including irrigation, after meeting EPA 1992 fixture performance requirements. Smith Middle and Scroggs Elementary would provide baseline use data.

Energy and Atmosphere

4.1 Minimum Energy Performance

- Design building to meet ASHRAE/IESNA 90.1, state or local energy codes, whichever is more stringent

4.2 CFC Reduction

- Zero use of CFC-based refrigerants in HVAC systems
- Check for other CFC materials, products and systems and make sure that all are CFC-free

4.3 Optimal Energy Efficiency

- Increase energy performance by a minimum of 20% in new buildings and 10% in existing structures above those described in 4.1. as demonstrated by simulation using Energy Cost Budget Method described in section 11 of ASHRAE/IESNA 90.1

4.4 Renewable Energy

- During building design, consider the use of high temperature solar or geothermal assisted technologies to provide a portion of the total energy use of the building

Material and Resources

5.1 Storage and Collection of Recyclables

- Provide an easily accessible location that serves the entire building for the collection, separation and storage of recyclables

5.3 Construction Waste Management

- During the design process, develop a checklist that focuses on the reduction of construction waste from a design function
- Develop a waste management plan that includes a reuse area, recycling area for separation, and a lunch area that provides for recycling
- Recycle or salvage at least 75% of grading and clearing debris by weight

- Recycle or salvage at least 50% of construction and demolition debris by weight

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5.4 Resource Reuse

- Specify salvaged or refurbished materials for a minimum of 2% of the building materials excluding furniture, fixtures and equipment

5.5 Recycled Content

- Specify that a minimum of 20% of building and site materials contain an aggregate average of 20% post-consumer content or 40% post industrial content

5.6 Local Materials

- Specify that a minimum of 20% of building and site materials are manufactured regionally within a 500 mile radius

5.9 Durable Materials

- Review materials used in the building for durability to ensure appropriate life cycle costs for roofs, HVAC, structure systems, finishes, furniture, fixtures and equipment

Indoor Environment

6.1 Minimum Indoor Air Quality

- Meet the minimum requirements of standard ASHRAE 62-1999, Ventilation for Acceptable Indoor Air Quality
- Explore installation of CO monitoring systems if called for

6.2 Tobacco Smoke Control

- All guidelines met

6.3 CO2 Monitoring

- Install a permanent CO2 monitoring system with a concentration towards high occupancy areas with parameters set at no more than 530 parts per million when compared to outside air or 1,000 parts per million for indoor air

6.4 Ventilation Effectiveness

- For mechanically ventilated buildings, design systems that result in air exchange effectiveness greater than 0.9 as determined by ASHRAE 129-1997
- In building renovations, continue the same exchange effectiveness

6.5 Construction IAQ Management

- During construction, meet SMACNA IAQ guidelines and protect stored on-site or installed absorptive materials from moisture damage
- Replace air filters regularly to maintain system cleanliness during construction and just before occupancy

- Flush the building with 100% filtered and conditioned air for a period of not less than 30 days prior to occupancy as schedule permits

6.6 Low-emitting Materials

- Meet or exceed VOC limits for adhesives, sealants, paints, carpets and composite wood products using the following guidelines
- South Coast Air Quality Management Rule #1168
- Bay Area Air Resources, Reg.8 Rule 51
- Green Seal requirements
- Carpet and Rug Institute Green Label program

6.7 Indoor Chemical and Pollutants

- Design to minimize cross contamination of regularly occupied areas by using grates and grills for dirt and particulate
- Separate outside exhausts so that no air recirculation occurs from custodial, laboratory or copying/printing rooms take place
- Provide appropriate drainage systems for liquid waste
- Implement and insure good housekeeping processes within the building

6.8 System Control

- Provide one operable window and one lighting control panel per 200 square feet for all occupied areas
- Provide controls for individual airflow, temperature and lighting for regularly occupied areas to teachers and staff within accepted parameters

6.9 Thermal Comfort

- Comply with ASHRAE Standard 55-1992, addenda 1995 for thermal comfort standards
- Provide permanent temperature and humidity monitoring to allow operators to control and adjust performance

6.10 Daylighting and Views

- Achieve a minimum Daylight Factor of 2% without creating cooling problems due to excessive glazing, in 75% of all space occupied for critical visual tasks excluding low occupancy support areas
- Achieve a direct line of sight to the exterior from 90% of all regularly occupied spaces

6.11 Contaminant Monitoring

- Explore installation of independent monitoring systems for ozone, radon, nitric oxide, sulfur dioxide or fungus and mold

6.12 Acoustic Quality

- Design and select materials that generate less noise and those that dampen noise during the construction process
- Reduce noise generating equipment so that the maximum decibel reading level at the property line is 50db
- Meet all local noise ordinances

Commissioning

A. Training

- Provide training to all employees about the systems that exists, these include the following:
 - HVAC systems
 - Lighting systems
 - Plumbing and water conservation systems
 - CO2, temperature, and other monitoring systems
 - Passive or active solar, geo-thermal or bio mass systems
 - Irrigation systems
 - Control and management systems

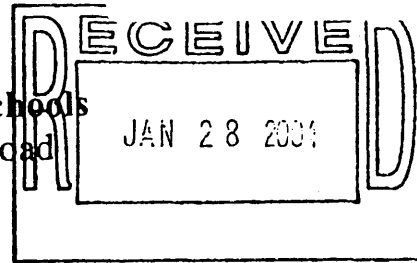
B. Review

- Provide all stakeholders with review opportunities before occupancy of the building
- Provide all stakeholders with an opportunity to review the building after one year of occupancy
- Provide data concerning temperature, humidity and energy consumption to all stakeholders after 1 month, 6 months, 12 months and 24 months
- Require all stakeholders to use HPS features as designed or to report problems immediately to responsible authorities.

Each architect and contractor employed by the Board of Education shall provide the Board with written documentation verifying their compliance with the guidelines presented both during the planning and construction phase of the building. Architects and contractors will provide at the bidding phase their experience related to high performance school standards. If, due to the issue of excessive costs or site issues, a guideline cannot be met, the architect or contractor must submit written justification to the Superintendent or designee as well as any alternative plans to reach the desired outcome. Architects and contractors are also required to meet the requirements of Policy 9010- Site Selection and Policy 9020- Facility Design.

Chapel Hill-Carrboro City Schools

Chapel Hill – Carrboro City Schools
Lincoln Center, Merritt Mill Road
Chapel Hill, NC 27516
Telephone: (919) 967-8211
Fax: (919) 933-4560



Neil Pedersen, Superintendent

Stephen Scroggs, Assistant Superintendent
for Support Services

To: John Link
Orange County Manager

From: Neil Pedersen
Superintendent

Stephen Scroggs
Assistant Superintendent for Support Services

Re: Response to Smart Growth Recommendations

Date: January 21, 2004

In response to the request made by the County Commissioners, we have reviewed the Smart Growth recommendations, Addendums "A" and "B" that were forwarded to us. Attached is the action item approved by the Board of Education at their regularly scheduled meeting on January 15, 2004.

The Board of Education approved Addendum "A" without change from the original draft submitted by the Commissioners.

We are pleased that of the 15 recommendations made in Addendum "B", we can support 12 of them without change. Two of the recommendations are related and will require further study, both cost and feasibility. These include shuttle buses and shelters at park and ride locations. A cost analysis is included. The one recommendation that we feel must be changed is the teacher, staff and visitor parking. The Board of Education is requesting an increase from 80 to 150 parking spaces. The reasons are detailed in the action item.

We look forward to the County Commissioners' consideration of this matter.

Chapel Hill – Carrboro City Schools

Lincoln Center, Merritt Mill Road

Chapel Hill, NC 27516

Telephone: (919) 967-8211

Fax: (919) 933-4560

Neil Pedersen, Superintendent

Stephen A. Scroggs, Assistant
Superintendent for Support
Services

To: Neil G. Pedersen
Superintendent
From: Stephen A. Scroggs
Assistant Superintendent for Support Services
Re: Analysis of Smart Growth Recommendations
by the Orange County Commissioners
Date: January 5, 2004

Included is an analysis of Addendum "A" and "B" of the Smart Growth provisions of the Interlocal Agreement, approved by the County Commissioners for forwarding to the Board of Education. While the Commissioners have taken no formal action on the approval of the addendum, Support Services has reviewed the contents and would make the following recommendations. The original version of the addenda from the County Commissioners is included in your December 18 Board package.

Addendum "A"

This addendum clarifies capacity, phasing and the source of additional smart growth money as described in the Interlocal Agreement approved by the Board of Education. It is very similar to the original Addendum submitted by the Board of Education. The following sections are reviewed and are compatible with the original version.

1. Defines the student capacity of Phase 1 (800) and Phase 2 (400). This section also indicates that Phase 2 should be built consistent with the smart growth principals identified in Addendum "B".
2. Reaffirms the Board of Commissioners approval of the amount to be spent for site acquisition as defined in the Interlocal Agreement.
3. Describes the initial phases of defining smart growth principles.
4. Clarifies that the \$2,200,000 to be provided contingent on the Board meeting the smart growth principles will come from new funding sources, not those already identified for other Board of Education projects. The statement also states that the funding will be alternatively financed and will not require any debt service payments by the Board of Education.

The original Addendum "A" included language that the Board of Education only waived its right to legal recourse to the first phase of the high school construction, not second phase. That language is not included in this draft.

Support Services recommends acceptance of Addendum "A" as redrafted by the County Commissioners.

Addendum "B"

This addendum defines the smart growth principles that the Board of Education must adhere to if smart growth money is to be allocated. Of the 15 recommendations made, Support Services is recommending acceptance of 12, further study of 2 and an adjustment to 1. In each section an analysis is provided and reference made to Board Policy 9040 if applicable.

1. Transportation Standards.

- a. The building location near to a bike lane or bus line and the calculation for bike racks exist currently in Policy 9040.

Support Services recommends acceptance of this provision.

- b. The reduction in student parking is greater than the 25% suggested by the Board earlier. The recommended 35% reduction would mean a reduction in Phase 1 of student parking from 200 to 174. Phase 2 student parking would be reduced from 100 to 86 making the total reduction in student parking from 300 to 260. That 260 total represents 22% of the student population. This is identical to the combined percentage of student parking at the existing high schools.

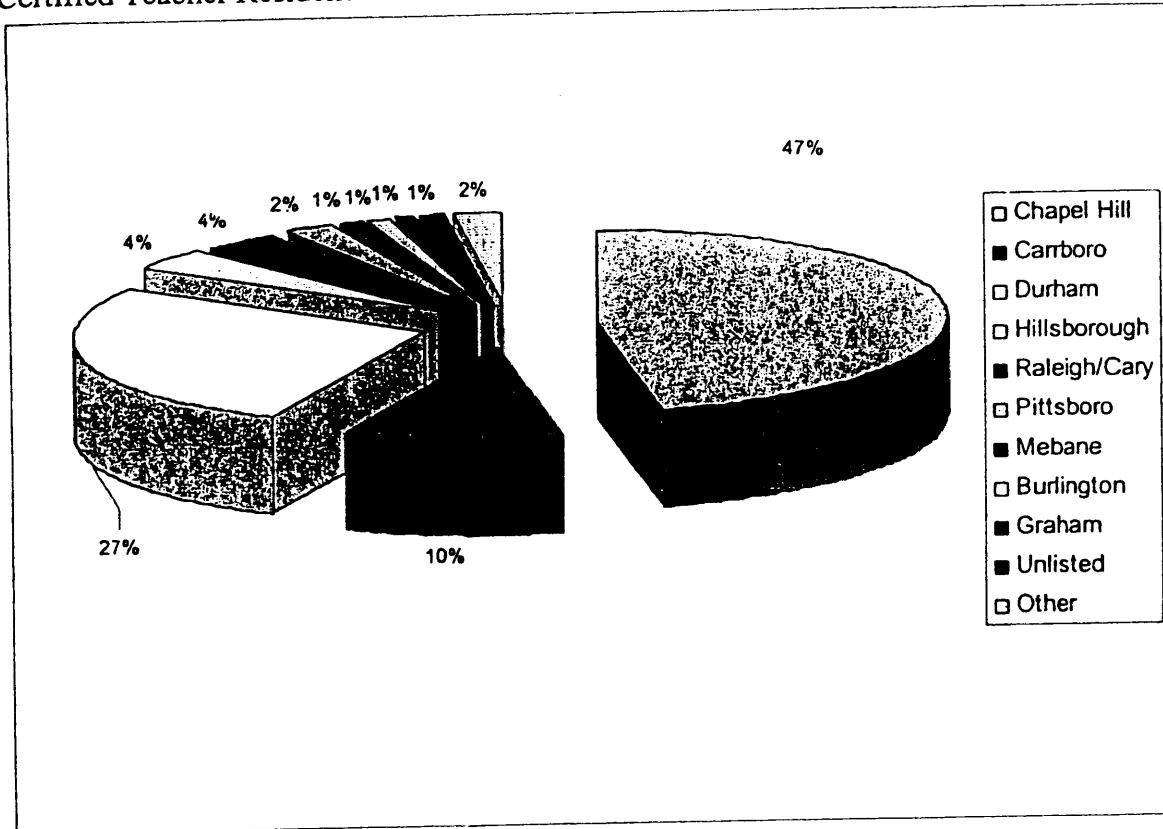
Support Services recommends acceptance of this provision.

The County Commissioners' recommendation for teacher/staff/visitor parking for both phases of the project is 80. That compares to 208 spaces at CHHS and 180 at ECHHS. Cedar Ridge has 152 teacher parking spaces presently. Teacher/staff/visitor parking at this level would not be adequate to meet the needs of parents and staff. A staffing analysis of the new high school with a membership of 800 projects a staff membership of 98 and, when expanded to 1,200 students, a staff membership of 128. The proposed 80 parking spaces for both phases of the project, including visitors would not meet the needs of staff, parents, or other visitors. The impact would be felt in several areas. Staff and visitors who can't find a parking space will tend to park illegally, for example in fire lanes or along undesignated roads, creating safety hazards and/or turning school administrators into parking lot monitors. Frustration with parking will have an impact on teacher retention and recruitment. The prospect of recruiting a teacher and having to inform them that they cannot park at their workplace is problematic. They do have other choices with a shortage of teachers. Parent involvement is critical in the educational process and a lack of adequate visitor parking will discourage parents from visiting schools. As the District struggles to get more parents into schools, this large of a reduction would be detrimental to the effort. Large events such as plays, games and community celebrations use staff and

visitor parking as well. The combined reduction in student and staff would hamper participation in such events or and create unnecessary frustrations. Another factor that must be considered is the fact that 43 percent of our employees live outside of the towns' limits.

Support Services recommends 150 parking spaces be provided for staff and visitors and that alternative transportation funds be set aside for potential shuttle, carpool or van pool incentives.

Certified Teacher Residence Data



2. **Site Standards.** The site standards listed are drawn directly from Policy 9040. Additional language has been added to the section for compliance with the Town of Carrboro's new stream protection and restates Policy 9040, section 2.7, concerning storm water management.
Support Services recommends acceptance of this provision.
3. **Building Standards.** The standard restates the Board of Education requirement that the building be compact in design, multi story, and built to minimize site disturbance. This includes the location of athletic facilities.
Support Services recommends acceptance of this provision.
4. **Water Use Standards.** The water use standards included in the recommendation replicates those found in Policy 9040 and mentions xeriscaping, a waste-efficient landscaping technique, utilizing 'unthirsty' native plants and drought tolerant

exotics, thus reducing the need for irrigation. This is found in section 3.1, Water Efficient Landscaping, of Board Policy 9040.

Support Services recommends acceptance of this provision.

5. **Shared Use Standards.** The shared use standards are a combination of Policy 9040 and the Board's August 4, 2003 Smart Growth Definitions that were shared with the County Commissioners. The BOCC has added a "vita track, cross country course designed to increase environmental awareness" to the list of shared use facilities. The auditorium, meeting rooms, and multi-purpose rooms were already included in Board Policy.

Support Services recommends acceptance of this provision.

6. **CHCCS High Performance Standards.** Asserts that the building and site must comply with Board Policy 9040. The Districts efforts in the area are widely noted, but the cost factors of a high performance building must be considered. First time costs must be analyzed with annual operating costs if true sustainability is to be achieved. The Board's recent efforts in using life cycle costing, through the DOE2 or other models are certainly an appropriate step in complying with this request. These efforts will consume the majority of the \$2.2 million dollar smart growth allocation.

Support Services recommends acceptance of this provision.

7. **Transportation Enhancement Standards.** This section contains 6 goals to encourage alternative transportation to and from school. This includes walking, bike riding, public transportation and park and ride solutions. The recommendation states that the Board must "commit at least \$300,000 of the \$2,200,000" towards the following capital purchases. The recommendations made have a cost potential well in excess of \$300,000 if completed. It should be noted that the DOT project on Smith Level is not at a stage where cost savings for sidewalks and roadway improvements could be insured. Where possible, an estimated price for that subsection is included in the description.

- a. The purchase of a bus to enhance transportation to and from school including staff, students and visitors would meet this standard. The potential for shuttling staff and students from park and rides has some merit. This shuttle could also include after school activities. It should be noted that any bus used as a shuttle and that has any other passenger stops along the way must be an orange bus. That bus cannot be used for a shuttle to athletic events or used for field trips. If the bus is purchased as an activity bus (white), then the bus can have no other passenger stops except in the park and ride lot and the school parking lot. Any shuttle would need to be continuous as students and teachers leave the campus on a regular basis. For the District to provide this shuttle, the following cost estimate would apply. The estimate is based on the Carrboro Plaza Park and Ride location only, a six mile round trip, operating for 220 school days and using average driver pay with benefits.

- i. Capital

1. Cost of Bus	\$70,000
ii. Operating annual	
1. Driver (8 Hours)	\$24,000
2. Bus gas, tires oil	\$23,232
iii. Total first year costs	\$117,232

Costs for the Town of Chapel Hill Transit to operate the shuttle are substantially higher. Gas, oil, tires replacement and salary are included in the per hour rate.

i. Capital	
1. Cost of Bus	\$264,000
ii. Operating annual	
2. Per Hour (8hours)	\$96,800
iii. Total first year costs	\$360,800

The continuing operational costs would be a major budgetary problem for the Board of Education.

Support Services recommends further study of the feasibility of shuttle buses.

- b. Would contribute funds and expertise to the development of transportation alternatives to and from school with Chapel Hill Transit and Orange Public Transportation. This would allow the District to undertake a holistic approach to transportation. Recent efforts at collaboration with the Chapel Hill Transit System have been most productive and while an estimated cost is not available at this time,

Support Services recommends acceptance of this provision.

- c. Transit software for redistricting purposes is available, and depending on the applicability of the software, could be very beneficial. The software could be used in conjunction with the other criteria approved by the Board of Education including ethnicity and social economic status. Previously, the District has used IRTE, a division of NC State University to help with these efforts. Routing software, designated TIMS, is provided for bus routes by the State and its use is mandated. TIMS is responsible for the District being able to avoid bus purchases from 1998 until 2002, when the District grew from 8,516 students to 10,365 students. This increase in efficiency is a direct result in the use of TIMS. During the last redistricting, an excel spreadsheet was developed by Mike Kelley and used by the District to evaluate distances traveled.

Support Services recommends acceptance of this provision.

- d. Collaboration with the Town of Chapel Hill and the Town of Carrboro in the development and funding of a sidewalk network that would connect extended areas to the new high school. With the passage of sidewalk bonds in both Towns, funding of this network could be a collaborative effort. Initial meetings with Carrboro and Chapel Hill have been

productive. Shared grant possibilities exist between the governmental agencies. Cost estimates are unavailable at this time.

Support Services recommends acceptance of this provision.

- e. Replicates the efforts found in subsection (d) but includes bike lanes in collaboration with both Towns. Potential in this area exists along Smith Level Road, Tar Heel Drive and through Southern Village. Shared grant possibilities exist between the governmental agencies. A safe and secure crossing area would be required.

Support Services recommends acceptance of this provision.

- f. Proposes the construction of weatherproof, climate controlled shelters located close to park and ride lots for potential shuttle use. The projected cost per shelter is \$60,000. This recommendation blends with the earlier transportation recommendation for shuttles. The initial cost of this project would seem high. A project to judge potential ridership may be required before the Board would commit potential funds.

Support Services recommends further study for potential inclusion.

- g. Request that the Board of Education endorses the timely road improvements on Smith Level Road and the intersection at Rock Haven which have been approved by the Town of Carrboro and The Orange County Commissioners.

Support Services recommends acceptance of this provision.

Mr. Scroggs will be happy to answer any questions you may have.

Resolution: Be it, therefore, resolved that the Board of Education approves Addendum "A" as originally presented, approves the administration's recommendations as stated on Addendum "B" and directs the administration to work with the County in areas requiring further study.

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Support Services recommends acceptance of this provision.

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Support Services recommends acceptance of this provision.

Mr. Scroggs will be happy to answer any questions you may have.

Resolution: Be it, therefore, resolved that the Board of Education approves Addendum "A" as originally presented, approves the administration's recommendations as stated on Addendum "B" and directs the administration to work with the County in areas requiring further study.

ADDENDUM B

Staff general comments regarding Addendum "B" response from Chapel Hill/Carrboro School District.

There are four issues that are as yet unresolved:

- 1.b. Parking space totals;
- 7.a. Park and Ride Shuttle;
- 7.d. Sidewalk Collaboration; and
- 7.f. Park and Ride Bus Shelter.

All of these were identified in the Addendum "B" transmittal from the Board of County Commissioners as important and integral expenditures to foster the "Smart Growth" initiatives.

These four items together with a study from the School Board and county staff need to be specifically budgeted to elaborate on the implementation strategy.

DRAFT**35**

STAFF ANALYSIS OF ADDENDUM B
JAN. 5, 2004 CHAPEL HILL/CARRBORO SCHOOL DISTRICT LETTER
SMART GROWTH PRINCIPLES ORANGE COUNTY STAFF RESPONSE

Consistent means an Addendum B item is both requested by the County and accepted by Chapel Hill-Carrboro School District.

1.a.	BIKE RACKS	Consistent
1.b.	<p>* PARKING</p> <p>See attached memo, which develops a combined standard for student, faculty and visitor parking. If disaggregated staff recommends 184 vs. 200 for Phase I student parking and 144 for Phase I and II vs. 150 for Phase I faculty and visitor.</p>	Necessary with additional study
2.	STORMWATER MANAGEMENT	Consistent
3.	COMPACT BUILDING AND SITE DESIGN	Consistent
4.	WATER USE	Consistent
5.	SHARED USE	Consistent
6.	HIGH PERFORMANCE BUILDING DESIGN	Consistent
7.	TRANSPORTATION ENHANCEMENT	
7.a.	<p>* \$\$ Staff Perspective:</p> <p>The Park and Ride Shuttle and Shelter is an ingenious idea that after a positive feasibility study may begin to make progress in necessary efforts to reduce vehicle miles traveled by both students and parents. As described by the School District, the bus would likely be a non-stop white activity bus between parking lots for students and faculty. This would leave the enhanced available parking at the school for visitors who are usually a less regular group of traffic generators. Although a costly alternative, the benefits, some tangible and some intangible, may offset the cost and promote continued progress in mass transit encouragement.</p>	Necessary with additional study
7.b.	INTERLOCAL AND MULTI-TRANSPORTATION DISTRICT COORDINATION	Consistent
7.c.	\$ TRANSIT SOFTWARE	Consistent
7.d.	<p>\$ CHAPEL HILL AND CARRBORO SIDEWALK COLLABORATION</p> <p>(Field meetings have been held and cost estimates are being prepared.)</p>	Consistent
7.e.	\$ INTERLOCAL BIKELANE COLLABORATION	Consistent
7.f.	<p>* \$\$ CLIMATE-CONTROLLED PARK AND RIDE SHELTER (see 7.a. above)</p>	Necessary with additional study
7.g.	ENDORSEMENT OF SMITH LEVEL ROAD IMPROVEMENTS	Consistent

Unresolved Issues

\$ Includes expenditures of Smart Growth Funds

DRAFT

36

ORANGE COUNTY PLANNING AND INSPECTIONS DEPARTMENT
ANALYSIS – ADDENDUM B – ITEM 1. B. PARKING SPACES FOR HIGH SCHOOLS

The High School standards of parking for one third the capacity of the school, do not specifically address the mix of student, teacher and visitor parking. So the parking space allocation of one third (rounded to 35%) of rated student capacity, could be designated for specific use of the school board.

In the case of Chapel Hill/Carrboro High School No. 3, the 35% of Phase I total capacity would produce 280 parking spaces to be allocated for a specific use by the School District. This is approximately 80% of the preliminary request of 350 spaces.

The Board of County Commissioners may consider adding the faculty/visitor parking (48 spaces-12% of capacity) of the Phase II 400 capacity increase into Phase I for construction efficiency. This is similar to what Cedar Ridge High School did in Phase I. If this system of parking allocation is used, then the Phase I result would be about 328 spaces - to be determined for use by the School District. Using the informal use allocation formula, 184 would be for students and 144 would be available for faculty and visitors for a total of 328. Phase II would then only increase student parking by 92 spaces for a build-out total of 420 spaces or approximately 18.4% less than requested (i.e., 515 spaces).

5/classroom → 200

Still less 324 I
 410 # (86 new)

DRAFT**ORANGE COUNTY PLANNING AND INSPECTIONS DEPARTMENT****ANALYSIS - PARKING SPACES FOR HIGH SCHOOLS****Page 1 of Analysis – Addendum B – Item 1. b.**

The informal standard for parking spaces based on a review of existing conditions and/or rated conditions note a range of percentages. Three High Schools were analyzed:

- A. Chapel Hill High School (CHHS)
- B. East Chapel Hill High School (ECHHS)
- C. Cedar Ridge High School (CRHS)

The following results were found:

		Actual Membership		Rated Capacity	
		1785		1520	<u>Capacity</u>
A.	CHHS	193			Teacher
		15			Visitor
		208	11.7%	13.7%	Combined Teacher/Visitor
		370	20.7%	24.3%	Student
		578	32.4%	38.0%	Total
B.	ECHHS	1594		1515	<u>Capacity</u>
		173			Teacher
		7			Visitor
		180	11.3%	11.9%	Combined Teacher/Visitor
		375	23.5%	24.8%	Student
		555	34.8%	36.6%	Total
C.	CRHS	1000		1500	<u>Capacity</u>
		128		128	Teacher
		24		24	Visitor
		152	15.4%	10.1%	Combined Teacher/Visitor
		300	30%	460 30.7%	Student
		452	45.2%	612 40.8%	Total
				452 *30.1%*	(300 STUDENT 20%)
*Note: If no additional student parking is added in Phase II Expansion to 1500.					

Page 2 of Analysis – Addendum B – Item 1. b.

Approximate rated capacity parking by use percentages could be considered:

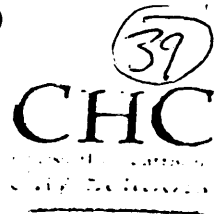
Empirical Standard			
30.0	30%	Student	(A. 24.3%, B. 24.8%, C. 40.8%)
11.9	12%	Teacher/Visitor	(A. 13.7%, B. 11.9%, C. 10.1%)
	42	Total	
New Standard			
	23%	Student	(A. 24.3%, B. 24.8%, C. 20%*)
	12%	Teacher/Visitor	(A. 13.7%, B. 11.9%, C. 10.1%)
	35	Total	

* No additional Student parking in Cedar Ridge Phase II expansion.

Therefore:

<u>School</u>	<u>Teacher/Visitor</u>	<u>Student</u>	<u>Total</u> 35%*
1500	180	345	525
1200	144	276	420
1000	120	230	350
800	96	184	280

* Note: The total is the suggested combined standard, whereby the School District decides on use allocation



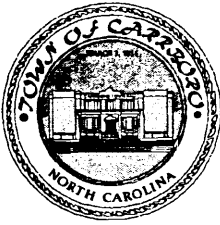
MOSELEY WILKINS & WOOD
A PROFESSIONAL CORPORATION

HIGH SCHOOL #3
CHAPEL HILL - CARRBORO CITY SCHOOLS

September 2, 2003

PHASED PROJECT SUMMARY

Phase I Initial Student Capacity: 800	Phase II Added Student Capacity: 400
Academics: Classrooms for 800 including: Core Classrooms Science Classrooms Exceptional Ed Classrooms Arts & Music Classrooms Career & Tech. Ed. Classrooms	Additional Academics: Classrooms for 400 including: Core Classrooms Science Classrooms Exceptional Ed Classrooms Career & Tech. Ed. Classrooms
Gymnasium (capacity for 1000)	Add Auxilliary Gym
Weight Training	Add Wrestling Room
Media Center (capacity for 1200)	
Auditorium (capacity of 500)	
Cafeteria and Kitchen (capacity for 1200)	
 Athletic Fields: 1 Non-Football Game/Practice field w/ track, lights, bleachers, (potentially synthetic grass) 1 Practice field 1 Baseball field (practice field in outfield) 1 Softball field (practice field in outfield) 6 Tennis courts	
Parking: 200 Students 100 Faculty <u>50 Visitors</u> 350 Total	Additional Parking: 100 Students 40 Faculty <u>25 Visitors</u> 165 Additional for Total of 515



TOWN OF CARRBORO

NORTH CAROLINA

May 18, 2004

Mr. John M. Link, Jr.
 County Manager
 Orange County
 P.O. Box 8181
 Hillsborough, NC 27278

RE: Smart Growth Principles as may be applied to Chapel Hill-Carrboro City Schools High School # 3

Dear John:

Thank you for your letter of April 29 regarding the smart growth principles that may be applied to High School # 3 (HS # 3). Your letter requested that the Town of Carrboro provide feedback to the County on the principles, with particular focus on the following subsections:

- 1.b Parking space totals
- 7.a Park and Ride Shuttle
- 7.d Sidewalk collaboration
- 7.f Park and Ride Bus Shelter

The Town of Carrboro appreciates the opportunity to provide feedback on the smart growth principles. The Carrboro Board of Aldermen had a presentation on HS # 3 on November 18, 2003 (see Attachment A) and is scheduled to hold a work session on the conceptual design for HS # 3 on June 8.

Conditional use permit plans for HS # 3 were submitted to the Town of Carrboro on March 1 for the first round of review. These plans have been reviewed by Town of Carrboro staff and outside review agencies and comments on the plans have been provided to the design consultants for HS # 3.

The following comments are provided on the smart growth principles. The Board of Aldermen may provide additional comments following the June 8 work session. In reviewing these comments, please bear in mind that the Town of Carrboro is not a party to the interlocal agreement on HS # 3. The smart growth items in the conditional use permit plans and other issues may receive further scrutiny through the quasi-judicial process that will be used by the Board of Aldermen in reviewing the conditional use permit application for HS # 3.

- Parking Space Totals. Carrboro's land use ordinance requires five parking spaces per classroom for a high school. The first phase of HS # 3 is proposed to have 42 classrooms, so a total of 210 spaces would be required under Carrboro's ordinance. The submitted plans show a total of 324 parking spaces in Phase 1 and a total of 410 spaces in Phase 2 of HS # 3. Carrboro's parking standards are administered in a flexible way and deviations from the standards (both increases and decreases) may be allowed. With a conditional use permit, the applicant must provide evidence to the Board of Aldermen that the number of spaces proposed will be sufficient to serve the school, and the Board must find that the proposed number of spaces is sufficient.

In reviewing the submitted plans, Carrboro staff noted that materials from the CHCCS indicate some problems with a lack of special event parking at other high schools in the district. As part of the plan review, the applicant was asked to estimate the amount of special event parking that is needed and develop a plan to accommodate this parking (on- or off-site) while reducing the impacts of overflow parking on surrounding neighborhoods. The applicant was also asked to consider the use of compact parking spaces as a means of increasing the amount of available parking and/or reducing the amount of impervious surface devoted to parking.

A traffic impact analysis (TIA) has been prepared for HS # 3, and Carrboro staff have requested that additional items be studied in the TIA. The number of needed parking spaces for HS # 3 is inter-related with other transportation issues, including ridesharing, the adequacy of pedestrian and bicycle facilities, and transit services. The Town of Carrboro has requested that these issues be studied further in the TIA.


- Park and Ride Shuttle / Climate-Controlled Park and Ride Bus Shelter. The success of a Park and Ride shuttle to HS # 3 will depend on a number of factors, including the assumed service area (attendance district) for HS # 3 and the convenience of parking at existing park and ride lots. Town of Carrboro staff suggests that the feasibility of the Park and Ride Shuttle and Climate-Controlled Shelter concepts be studied as part of the traffic impact analysis for HS # 3 discussed above.
- Sidewalk Collaboration. The Town of Carrboro agrees that bicycle and pedestrian facilities are needed to ensure that staff, students, and visitors are able to safely walk and bicycle to HS # 3. Town of Carrboro staff provided comments on the CUP plans related to improving pedestrian and bicycle access to HS # 3, and requested that the traffic impact analysis assess the adequacy of existing and proposed bicycle and pedestrian facilities, and recommend additional facilities that are needed.

Work on other projects that will improve bicycle and pedestrian access to HS # 3 is underway. Both Carrboro and Chapel Hill have begun planning for greenway trails along Morgan Creek, and Carrboro has requested that NCDOT undertake a feasibility study of the BPW Club Road-Westbrook Drive Multi-Use Path, which would provide pedestrian and bicycle access from the Tar Hill Drive/BPW Club Road area across Morgan Creek to Westbrook Drive and the Tennis Club Estates.

In addition to the issues discussed in this letter, there are other items which will need to be considered. Some of these are discussed in a September 8, 2003 e-mail from Carrboro Planning Director Roy Williford to Orange County Planning Director Craig Benedict (Attachment B).

Thank you very much for contacting the Town of Carrboro and we look forward to working with Orange County and the Chapel Hill-Carrboro City Schools on this important project.

Sincerely,


Steve Stewart
Town Manager

Enclosures

BOARD OF ALDERMEN
AGENDA ITEM ABSTRACT

ITEM NO. E(3)

MEETING DATE: Tuesday, November 18, 2003

TITLE: Discussion on New High School Construction

DEPARTMENT: PLANNING	PUBLIC HEARING: YES ____ NO <u>X</u>
ATTACHMENT: A. 8/19/03 Orange County Board of Commissioners Agenda Item B. Chapel-Hill Carrboro City (CHCCS) Board of Education, October 16, 2003 Agenda Attachments C. 10/16/03 CHCCS Report of Actions D. 10/27/03 Memo from Steve Scroggs	FOR INFORMATION CONTACT: Roy Williford, 918-7325

PURPOSE:

The purpose of this item is to provide the Board of Aldermen with information regarding the third High School for their discussion.

INFORMATION:

The Board of Aldermen on October 7, 2003, requested information on the third High School. The three attachments included with this item contain information previously discussed by the Board of County Commissioners (BOCC) and the Chapel Hill-Carrboro City Schools Board of Education (CHCCS). The proposed location of the new high school is within Carrboro's extraterritorial planning jurisdiction on three separate properties zoned R-10. The three properties of interest total 53.95 acres and include: 1) 39.75 acres (tax map 122.A.13) owned by Glover Enterprises LLLP, 2) 3.6 acres (tax map 122.A.6) owned by Gregory Minton and 3) 10.6 acres (tax map 122.A.7) owned by FFF LLC. The site for the new school is generally located west of Rock Haven Road, north of Ray Road and south of Tar Hill Drive. To date, the county has purchased no land and no application for a conditional use permit has been submitted to the Town of Carrboro.

RECOMMENDATION:

The administration recommends that the Board of Aldermen receive the attached information as it relates to the construction of the third high school.

Section 2. 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 the 18th day of November, 2003:

Ayes: Joal Hall Broun, Mark Dorosin, Jacquelyn Gist, John Herrera, Diana McDuffee, Michael Nelson, Alex Zaffron

Noes: None

Absent or Excused: None

DISCUSSION OF THE NEW HIGH SCHOOL CONSTRUCTION

The purpose of this item was to provide the Board of Aldermen with information regarding the third High School for their discussion.

Roy Williford, the town's Planning Director, made the presentation.

Alderman Gist stated that she would like the schools to do a better job in facility sharing and interaction with the community that surrounds them.

Alderman McDuffee expressed concern about the transportation issues and parking at the school. She also expressed concern that the cafeteria be large enough to seat all students so that students do not have to leave campus at lunch.

Alderman Broun suggested that a representative from the school system have a discussion with the Board prior to submission of their plans.

Mayor Nelson suggested that a letter be sent to the school system expressing the Board's concerns as soon as possible.

Alderman Zaffron stated that the school board might subdivide some of their property and lease it for commercial space. He suggested that that commercial space be developed to provide services for students—food, school supplies, etc.

Alderman Herrera expressed concern that smart growth policies are not mentioned.

Mayor Nelson suggested that the letter to the school system include:

- That the school be named Carrboro High School
- Discussion of transit, traffic, walkability, and student parking
- Buffering to surrounding neighborhoods
- Light pollution
- Cafeteria seating
- Facility sharing

Mayor Nelson suggested that the Board hold a joint work session with the school board on December 4th to discuss the Board's concerns.

Tom High, a resident of Ray Road, stated that he agrees with the Carrboro name and applauds efforts to instigate dialogue with the school system. He stated that the school board is in the process of condemning the Carrboro Board of Aldermen

land and it is his understanding that the school system can pursue building and construction before they own the property. The County Commissioners have not given direction on smart growth and what the \$2.2 million will do. He suggested that Rock Haven connect with Tar Hill Drive

MEETING OF TRANSIT PARTNERS

Alderman McDuffee gave a report on the transit partners meeting concerning a recommendation on the transit consolidation study. She asked for Board approval to send the proposed memo to the Town of Chapel Hill.

Mayor Nelson stated that he doesn't feel it is in our best interest to join at this point.

MOTION WAS MADE BY DIANA MCDUFFEE AND SECONDED BY ALEX ZAFFRON TO AUTHORIZE SUBMISSION OF THE MEMO TO THE TOWN OF CHAPEL HILL. VOTE: AFFIRMATIVE ALL

USE OF ANDREWS RIGGSBEE PROPERTY

Alderman Gist asked about a letter that was mailed to property owners concerning use of the Andrews Riggsbee property located at the corner of Carr Street and Maple Avenue.

Marty Roupe stated that the town has had discussions on possible uses of this property.

WEAVER STREET

Mayor Nelson requested that OWASA be asked to improve the condition of Weaver Street.

MOTION WAS MADE BY JACQUELYN GIST AND SECONDED BY JOAL HALL BROWN TO ADJOURN THE MEETING AT 10:27 P.M. VOTE: AFFIRMATIVE ALL

Mayor

Town Clerk

Roy M. Williford

From: Roy M. Williford
Sent: Monday, September 08, 2003 12:34 PM
To: Craig N. Benedict (E-mail)
Cc: Martin Roupe
Subject: Information requested by the Smart Growth Committee on 8-27-03

Craig,
 The Smart Growth Committee at their August 27, 2003 meeting requested that I compare the standards contained within Addendum "B" to the proposed interlocal agreement between Orange County and the Chapel Hill-Carrboro City Board of Education. After reviewing the agreement in more detail, I decided to keep my comments focused on agreement items 1 thru 3 since the remaining items are not necessarily regulated by the Town's Land Use Ordinance (LUO).

- 1) Regarding the statement about a reduction in student parking of 25% from Orange County Construction Standards, please consider the following information. The high school would be classified under the Town of Carrboro Land Use Ordinance (LUO) as Use # 5.110. Per 15-291(g) of the LUO, this use typically requires 5 parking spaces per classroom. It should be noted that Section 15-292 of the LUO does provide some degree of flexibility regarding the number of spaces required on a site. Generally, the applicant must provide evidence to the permit-issuing authority (Board of Aldermen), which proves that the number of spaces proposed will be sufficient to serve the proposed use of land. The Board must then formally find that the proposed number of spaces is sufficient to serve the school.

It should also be noted, with regard to the stated intention to provide bike racks, that Section 15-291(d) specifically allows a reduction of one required parking space when one or more bike racks are included in the development (one total, not one per bike rack).

- 2) Regarding the preservation of a minimum of 30% of the land, please note that the Town's LUO requires preservation of 40% of the land for residential developments, but it does not mandate the preservation of any specific amount of land within an institutional development. That said, please bear in mind that certain areas on the site generally may not be disturbed such as streams, stream buffers, and floodplains. Further, the Town discourages (or at least request a minimization of) disturbance within areas defined by the LUO as primary and secondary constraints [see Section 15-198(b)(4) and (5)]. These areas include, but are not limited to, steep slopes, hardwood areas, etc.

The addendum calls for the shading of at least 30% of non-roof impervious surfaces or the use of an open grid pavement system with less than 50% impervious surface for 50% of the parking area. Section 15-317 of the LUO requires that 20% of all the vehicle accommodation areas on the site be shaded. Also note, any alternative paving surface that may be proposed must be approved by the Town of Carrboro Public Works Director, per Appendix D of the LUO.

Lastly, the addendum proposes compliance with the Town's stream protection plan and the implementation of a storm management plan that does not increase the rate or quality of runoff from the site. Section 15-268 of the LUO, describes the applicable stream buffers associated with this property. It should also be noted that the Board of Aldermen may be considering amendments to stream buffers in the Town's jurisdiction at some point in the near future. Regarding the storm management plan, please take note of Section 15-263 of the LUO, which describes the Town's requirements related to stormwater quality and quantity. Essentially, an applicant is required to design a stormwater management plan that creates 'no damage' to any neighboring property.

- 3) Point number 3, describes the possibility of constructing a multi-story building. Please note that Section

15-185 of the LUO limits the height of a building in this zoning district to 35 feet. Section 15-185(g), describes exactly how the height of the proposed building is to be measured, which is in essence measured from the average grade along the front elevation of the building.

In addition to the specific points described above, please find attached a copy of the applicable checklist for the project. This checklist should be utilized in conjunction with the LUO while preparing plans for the project. Also, please note that all necessary and applicable forms, as well as the Town's LUO, may be downloaded directly from the Town of Carrboro website. The specific web address for forms and checklists is: <http://townofcarrboro.org/pzi/tocdevguide.htm>. You may wish to download and look through one or more sections of the 'Town of Carrboro Development Guide' from this same address. Lastly, the specific web address for the Town's Land Use Ordinance is: <http://townofcarrboro.org/pzi/luo.htm>.

The committee also requested a map showing the land use in the vicinity of the site selected for high school #3. I have attached a land use map and a map showing estimated housing and population counts.

Thanks,

Roy



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