

A regular meeting of the Carrboro Board of Aldermen was held on Tuesday, January 20, 2004 at 7:30 p.m. in the Town Hall Board Room.

Present and presiding:

Mayor	Michael Nelson
Aldermen	Mark Chilton
	Jacquelyn Gist
	John Herrera
	Diana McDuffee
	Alex Zaffron
Town Manager	Steven E. Stewart
Town Attorney	Michael B. Brough
Deputy Town Clerk	Sharmin E. Mirman

Absent:

Alderman	Joal Hall Broun
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APPROVAL OF MINUTES OF PREVIOUS MEETING

MOTION WAS MADE BY ALEX ZAFFRON AND SECONDED BY JACQUELYN GIST TO APPROVE THE JANUARY 13, 2004 MINUTES. VOTE: AFFIRMATIVE ALL

WORK SESSION ON THE “CONCEPTUAL DRAFT MASTER PLAN OF CAROLINA NORTH”

The purpose of this item was to provide the Board of Aldermen with the opportunity to review and raise questions regarding the “Conceptual Draft Master Plan of Carolina North”. Members of Carrboro’s Horace Williams Advisory Committee were invited to attend this work session.

Roy Williford, the town’s Planning Director, addressed the Board and cited some statistics and plans for the property. The timeline for the conceptual plan for Carolina North is projected to be a gradual development, divided into seven (five to ten year) phases and occurring over a fifty-year time frame. Overall plan: lots of institutional research, service retail, residential, common use, parking decks, some surface parking

Mayor Pro Tem McDuffee introduced Tony Waldrop, a representative from UNC, who addressed the Board reference the process

Mr. Waldrop stressed that this is only a draft plan. There had been a perception that they were finished, but that is not true. He said they’re getting lots of feedback and that over 30 meetings and 20 additional meetings are planned. They’ve met with individuals and neighborhood meetings too. Once they revise, they will come up with a second draft and take it to the Carolina North Executive Committee. Once they make changes, they will take it to the Board of Trustees for (information only and later for) approvals from towns of Chapel Hill and Carrboro.

Mayor Pro Tem McDuffee said the Board would send a copy of the report to the University to look at their recommendations and respond.

Alderman Zaffron asked about the square footage figures for phases to be broken down into: 1) # of units generated on site per phase and 2) anticipated working population per phase

Tony Waldrop said it's premature to try to address that at this point. It will depend on the mixture of who actually locates at Carolina Phase 1. Predominance will be on research and office space and both University and University Park will drive the overall numbers. They have not broken it down to number of people working per phase or number of units per phase.

Alderman Zaffron said he understands there is no precise number but a coherent transportation strategy requires more detail, i.e., anticipated population onsite and what their commuting patterns are going to be. Substantial changes to Estes Drive will require significant revision of what's in the TIP. How will it be funded? a) Is there is a proposed cross-section for the updated/changed Estes Drive, and b) how do you propose to phase those changes and that re-alignment?

Tony Waldrop agreed that there have to be more details in the plan. He said there is not a complete realignment. He said the phasing doesn't come all at once – that it extends as we go through the phases and takes place over the first three.

Alderman Zaffron said details are critical in order for the Board to ask intelligent questions. He wanted it broken down in phases – that it must be done on a regional basis or there can be problems in terms of funding (road and infrastructure). He wanted it broken down in phases and that will determine what transportation improvements will be necessary to accommodate each individual phase and that has to be done on a regional basis through the Metropolitan Planning Organization and so these two processes have to interface or we will have serious problems in terms of funding. We need to have discussions on that level.

Alderman Chilton commented on the notion of the Estes Drive realignment. He stated that he likes all the thinking that's gone into how to deal with it and that connecting it with Weaver Dairy Road extension seems logical but it depends how they do it. He stated concern about where all of that comes out - there are serious problems at N. Greensboro St. already. An additional 15,000 will have a huge impact - a notion of a four lane N. Greensboro St. is very far out and he said it's not just the additional traffic - there is bound to be more traffic heading into Carrboro and Weaver Dairy Rd. extension and it is bound to make things worse - even not related to NC North. He says that none of them are ready to four-lane N. Greensboro St. but they might as well go ahead and have a conversation about that now. If you're adding 18,000 jobs and 1800 dwelling units, no Chapel Hill zoning can accommodate that kind of growth - maybe higher in Carrboro than Chapel Hill. Where are these people going to live? Should we do away with urban services boundary, dramatically increase allowable density in Chapel Hill and Carrboro? A lot of these people will instead live in Chatham, Alamance or Durham County. There will be a greater number of commuters coming to Chapel Hill. An additional 10,000 - 15,000 households is a big concern. He doesn't see where a whole lot of these people are going to live

Mayor Nelson said that Alderman Chilton covered a lot of what he was going to say. He said when the Horace Williams Committee met last week, he spoke with Diane Reed, Executive Director of Orange County Economic Development Office. With each new job, there is some number of other jobs that come along with it. With this kind of research, potentially it's not 15,000-18,000 new jobs but 60,000 or 70,000 new jobs and when you start thinking about housing stock, we do have to add, especially because Chapel Hill is already built out. It's intimidating and scary. Two sides of the coin - what policy initiatives re: NC North does the Board want to discuss with UNC? He said he appreciates that they put housing in the plan but 1800 units might not be enough. What is the potential impact on our transit and roads? How will people get back and forth from county to county – Chapel Hill, Carrboro, Durham and Caswell County? The Board must discuss these issues further – particularly housing and higher use of the rail corridor.

Alderman Gist said you have to start someplace with such a far-reaching plan. She said that she is disappointed in UNC and all of us to presume that we will have the bad habits we have now; i.e., single-occupancy driving. How do we realistically plan 25-50 years on people not having their own cars? Is the university going to pay school impact fees? If not, the rest of us do. It affects our revenue base. OWASA hookup fees - relationship history - will it still be valid with Carolina North? We, as a community have to come to grips with this.

Mr. Waldrop said there have been preliminary discussions with OWASA and Chapel Hill school system

Alderman McDuffee asked for clarification: Does the plan include classroom and student housing? Is that encompassed in institutional research?

Mr. Waldrop said there are no dorms built in. Since it is attached family housing, it will reflect the makeup of people who work at Carolina North – some students – married/grad. He stated that he hopes there would be classroom space but they have not decided yet. The plan is compatible with there being classroom space.

Mayor Nelson stated that Alderman Broun had the following questions:

Question 1. When will the construction start on Phase 1?

Mr. Waldrop said the approval process in Chapel Hill and Carrboro should start in 2005. He said the airport would not close until 2005. There is an approval process for Chapel Hill and Carrboro. The long-term plan will be done in 50 years. There is an immediate need for space, i.e., the School of Public Health and Frank Porter Graham Child Development Institute.

Question 2. What percentage of institutional research will be tax revenue producing?

Mr. Waldrop said there is six million feet of space and they don't know the mix and that it is impossible to project till they get further along in the plan.

Alderman Herrera asked if there were a chemical site close to the landfill – (Phase 1) what kind of research would be taking place? Will toxic waste be generated? What are the plans for disposal?

Mr. Waldrop said that the University has a plan for cleanup at the chemical site. Phase 1 is not close to the chemical site. It will be built along the runway – and between the runway and the chemical site is Public Works. They would use standard/approved processes. Not all of the people who move there will be new to the community. He said their environment/health and safety group does a good job of monitoring those issues.

Alderman McDuffee raised issues about Bolin Creek Corridor. In the process of trying to develop a comprehensive Greenway Plan - to make a portion fit with the whole corridor and have some assurances that it would remain part of that corridor – they were very interested in working out some mechanism for transferring that corridor to the town's development. They request that the property that is in (west of) Bolin Creek remain in Carrboro's jurisdiction - that it be considered as part of the Greenway and not developed. She said it's very important to the committee and they'd like some assurance that it stays in some undeveloped state - In addition, they want to look into developing some pedestrian bike access across Bolin creek (from Tripp Farm Road) - not automobile connection from NC North, but to provide bike/pedestrian access to the property.

Rich Bell said the committee wanted a permanent assurance/easement – a solution that was beyond verbal.

Alderman Zaffron said all recommendations are well thought out and something the entire Board could endorse.

Mayor Nelson said the Board would get a report in about a month that they can then adopt it as their own or change it and send it back to UNC.

Alderman Zaffron spoke regarding the commuter campus not self/sufficient campus. Says a shift is necessary to avoid impacts. What kind of infrastructure needs to be absorbed for this to work well and integrate with the community? The numbers need to shift.

Alderman McDuffee asked if numbers need to shift or could public transit and use of a rail corridor help?

Rich Bell said that transportation and non-motorized commutes both presume tighter land use patterns than those that are imagined. (and presume that people will live close enough to make non-motorized feasible). The transit system needs density above what we have now and more housing in a given area than we have now.

Alderman Chilton stated that there are three sites built out now with low-density development.

Alderman Herrera raised questions on numbers on impact of environment - Economic impact? Local economy? Plans to award contracts to local contractors? Out of state?

Mr. Waldrop said they are not at the point of addressing that yet. He said he doesn't know where the number 18,000 (re jobs) came from.

Jay Bryan and Heidi Perry (members of the Horace Williams Committee) arrived at 8:30 p.m.

Heidi Perry addressed the Board: re: fixed rail, she said it's important to have it in place early so people get used to getting to campus that way. Re: building standards - she hopes for environmentally green building – and that UNC would be a leader and not a follower.

Jay Bryan stated that the committee in the process of coming together with the report, looked at Roy Williford's information about other committees that have participated with universities to develop larger projects/research projects. Among these, they discussed various forms of groups and cooperation that had economic benefits to the town, fiscal policies and impacts, etc. A lot of good examples: idea of developing a long-term task force/committee with members from the University/boards to continue all the way through the process to serve as a way to connect the interests/concerns as the project unfolds and to infuse new ideas to get to the right group of people to discuss. It's necessary to keep everyone on track. Without it, how do you have the communication?

Alderman Chilton – re: major new developments in the area have, as part of development, have they incorporated sites for schools? What kind of thoughts have gone into that question here?

Tony Waldrop said there is no identified school site in the plan - they have not yet committed to a school site. Where would they be? The discussion was started. They met with the superintendent of schools to identify sites. There are two types of partnerships: 1) school sites 2)University already has partnerships w/school systems - Frank Porter Graham and Smith Middle School.

Alderman Chilton pointed to a large area on the map with no drawing on it. He said that he is skeptical about what will happen fifty years from now - what is the thinking there? What is it reserved for?

Tony Waldrop said they don't want to develop more than what is shown. It is to be preserved for green space. We're only talking about 25% at this point. For UNC to remain great, it needs to continue to grow. They are making the plans to approach it carefully.

Alderman Zaffron believes it will add value as a whole.

Mayor Pro Tem McDuffee thanked committee members for all their work.

Mayor Nelson said it is awesome and wanted to publicly thank them. He said they're smart and really care and have great ideas about how to proceed.

MOTION WAS MADE BY JOHN HERRERA AND SECONDED BY ALEX ZAFFRON TO ADJOURN TO CLOSED SESSION AT 8:42 P.M. TO DISCUSS THE PURCHASE OF PROPERTY. VOTE: AFFIRMATIVE SIX, ABSENT ONE (BROUN)

Mayor

Town Clerk