

KEY

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1	General Principles				
2	HWCC	UNC	Carrboro	Chamber of Commerce	Orange County
3	HWCC report	The University’s Proposals	No general proposals	The Horace Williams Tract is developed into Carolina North, a mixed-use campus investing in research and innovation to advance the University’s mission. Carolina North promotes science and health research advancing the economic future and opportunity of the people of our state and region. Carolina North creates incubator space to retain and grow UNC technology transfer and other spin-off businesses.	Sustainable development, balancing social, economic and environmental at a local and County scale over the long-term.  Technology – Distance learning, teleconferencing and a high tech learning environment could be considered as an international conference center.
4	Principle 1: Carolina North shall adhere to the following	Initial presentation:			
5	basic sustainability principles as defined by the	Carolina North will			
6	Sustainable Development Task Force in its October 1998	<ul style="list-style-type: none"><li>Provide room to grow in new directions while preserving the special qualities of main campus;</li></ul>			
7	Report to the Chapel Hill Town Council: Create healthy	<ul style="list-style-type: none"><li>Bring researchers together for closer collaboration;</li></ul>			
8	living environments; protect, restore and maintain	<ul style="list-style-type: none"><li>Nurture new businesses inspired by our innovations;</li></ul>			
9	ecological integrity; conserve energy and natural	<ul style="list-style-type: none"><li>Foster partnerships with industry and government;</li></ul>			
10	resources, and use them efficiently; balance social,	<ul style="list-style-type: none"><li>Provide a setting for outreach and service;</li></ul>			
11	economic and environmental concerns in decision-	<ul style="list-style-type: none"><li>Engage the community in the life of the university;</li></ul>			
12	making; promote equity, human dignity and social	<ul style="list-style-type: none"><li>Help us compete for funding and talent.</li></ul>			
13	justice.	Infrastructure report			
14		<ul style="list-style-type: none"><li>Site Planning: The plan should mitigate hazardous conditions, and respect environmental resources and naturally recurring constraints on the site.</li></ul>			
15	Principle 2: Development on the Horace Williams	<ul style="list-style-type: none"><li>Sustainability: The design of structures and facilities should sustain natural systems and employ renewable energy to the maximum extent possible.</li></ul>			
16	property shall benefit the University, the towns of Chapel				
17	Hill and Carrboro, Orange County, and the surrounding				
18	areas, as well as the state of North Carolina. The	<ul style="list-style-type: none"><li><i>Streets: Streets should follow a grid pattern, and buildings should address a street or a public space and be consistent with precedents in Chapel Hill’s built environment.</i></li></ul>			
19	planning and execution of Carolina North shall be a	<ul style="list-style-type: none"><li><i>Parking: Off-street parking for long term use should be convenient to buildings but not highly visible from primary circulation routes, and on-street parking for short term use should be provided on streets.</i></li></ul>			
20	model of cooperation for the mutual benefit of all	<ul style="list-style-type: none"><li>Walkability: The plan should provide pedestrian and bicycle facilities to enable convenient movement to all parts of the site, so as to facilitate one- time parking for those driving to the site.</li></ul>			
21	stakeholders.	<ul style="list-style-type: none"><li>Accessibility: The plan should establish a range of effective and attractive connections to the site for transit, automobiles, bicycles, and pedestrians, to serve the access needs of this regional activity center.</li></ul>			
22		<ul style="list-style-type: none"><li>Mixed Use: The plan should create a livable community of University-related, compatible uses that integrate living, working, recreating, and shopping areas, both horizontally around the site</li></ul>			
23	Principle 3: <b>Both the Town and the University need to</b>				
24	<b>recognize that there could very well be a point when</b>				
25	<b>the cumulative impacts of University and Town</b>				
26	<b>growth on our natural resources and our public</b>				
27	<b>facilities are such that no amount of mitigation would</b>				
28	<b>be possible and still retain the charm of the Town and</b>				
29	<b>the quality of life which both the citizens of the Town</b>				
30	<b>and the State of North Carolina expect from Chapel</b>				
31	<b>Hill.</b>				
32	WORKING ASSUMPTIONS				

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1	Assumption 1: The University shall have a remediation	and vertically within buildings.			
2	plan and a funding mechanism in place so that	<ul style="list-style-type: none"><li>Buildings: Building architecture should maintain a human scale, be arranged so as to create shared</li></ul>			
3	remediation of all the waste sites, including the Chemical	open space, and be compatible in character with on-site activities, as well as adjacent uses.			
4	Waste Landfill, Sanitary Landfill, and <b>Estes Drive</b>	<ul style="list-style-type: none"><li>Phasing: Design of buildings, parking facilities, streets, sidewalks, and supporting infrastructure</li></ul>			
5	<b>Extension Landfill</b> , will be addressed promptly and	should be premised on phased construction, in order to account for the development of Carolina			
6	adequately.	North over several decades.			
7	Assumption 2: <b>The Horace Williams Airport will be</b>				
8	<b>closed by January 1, 2005.</b>				
9					
10	DEVELOPMENT MANAGEMENT PRINCIPLES				
11	HWCC	UNC	Carrboro	Chamber of Commerce	Orange County
12	Principle 1: Manage development of Carolina North to	University	Plan	The development of	High performance
13	minimize impacts on neighborhoods and the	Initial presentation	development	Carolina North expresses	building standards
14	environment.	Carolina North will support the university’s mission and provide a sustainable community with a mix	at Carolina	a commitment to long-	and Smart Growth
15	<u>Goal 1: Phase the development of Carolina North to</u>	of uses.	North to be	term community	design attributes;
16	<u>ensure that transportation infrastructure, retail, recreation</u>	<i>Infrastructure report (Guidelines below address implementation of principles above)</i>	compatible	sustainability.	<i>Crime Prevention</i>
17	<u>and civic facilities and housing will be provided</u>	<i>Site Planning Guidelines</i>	with		<i>through</i>
18	<u>concurrently with and in proportion to academic and</u>	<ul style="list-style-type: none"><li>Locate structures outside of stream buffers, wetlands, and respect critical natural habitats.</li></ul>	surrounding		<i>Environmental</i>
19	<u>research uses to minimize disruption to the surrounding</u>	<ul style="list-style-type: none"><li>Do not place structures on steep slopes.</li></ul>	neighborhoo		<i>Design (CPTED).</i>
20	<u>neighborhoods and ensure the sustainability of the mixed-</u>	<ul style="list-style-type: none"><li>Maintain existing stream corridors as connected natural open spaces.</li></ul>	ds and uses.		
21	<u>use area.</u>	<ul style="list-style-type: none"><li>Minimize stream and critical natural area crossings.</li></ul>			
22	<u>Strategies</u>	<ul style="list-style-type: none"><li>Minimize impacts on adjacent uses through siting of compatible project uses, perimeter transition</li></ul>			
23	a) Build infrastructure (on-site and off-site) so	<ul style="list-style-type: none"><li>area screening and landscaping, and appropriate setbacks.</li></ul>			
24	that roads, transit, installation of utilities,	<ul style="list-style-type: none"><li>Plan for the removal of the Horace Williams Airport.</li></ul>			
25	and other construction will not be an	<ul style="list-style-type: none"><li>Acknowledge the former landfill and chemical disposal sites in the site design.</li></ul>			
26	ongoing disruption to the surrounding	<i>Sustainability Guidelines</i>			
27	neighborhoods.	<i>Plan for minimum site disturbance</i>			
28	<u>Goal 2: Adopt a master plan and establish a review</u>	<ul style="list-style-type: none"><li>Respect the natural contours</li></ul>			
29	<u>system for Carolina North to ensure that development</u>	<ul style="list-style-type: none"><li>Limit removal of existing natural vegetation</li></ul>			
30	<u>over the long term conforms with the Town’s objectives.</u>	<ul style="list-style-type: none"><li>Keep building and parking envelope as compact as possible</li></ul>			
31	<u>Strategies</u>	<ul style="list-style-type: none"><li>Maintain the riparian buffer</li></ul>			
32	a) Establish a standing Town/Gown advisory	<ul style="list-style-type: none"><li>Maintain the natural hydrologic cycle</li></ul>			
33	committee to monitor and report regularly	<ul style="list-style-type: none"><li>Allow no net increase in volume of runoff</li></ul>			
34	to Town Council on the development and	<ul style="list-style-type: none"><li>Avoid unnecessary impervious surface</li></ul>			
35	implementation of Town-approved plans	<ul style="list-style-type: none"><li>Maintain recharge of runoff to groundwater</li></ul>			
36	for Carolina North.	<ul style="list-style-type: none"><li>Provide retention beds to mitigate stormwater runoff</li></ul>			
37	b) Establish a planning review process that	<ul style="list-style-type: none"><li>Maintain infiltration for existing vegetation</li></ul>			
38	will allow Council adequate time for input				
39	from the public and from Town staff on				
40	development plans and modifications of				
41	those plans.				

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1	c) <i>Actively enforce the LUMO (Land Use</i>	<i>Street Guidelines</i>			
2	<i>Management Ordinance), including</i>	<ul style="list-style-type: none"><li>• <i>Design streets in a grid pattern, as spaces in the public realm to function and be furnished as</i></li></ul>			
3	<i>requiring a Traffic Impact Analysis.</i>	<i>outdoor rooms.</i>			
4	d) <i>Use Resource Conservation District</i>	<ul style="list-style-type: none"><li>• <i>Provide three basic types of streets with rights of way:</i></li></ul>			
5	<i>principles and practices to guide</i>	<ul style="list-style-type: none"><li><ul style="list-style-type: none"><li>• <i>95-105 foot wide boulevards, similar to Franklin Street,</i></li></ul></li></ul>			
6	<i>development of the site.</i>	<ul style="list-style-type: none"><li><ul style="list-style-type: none"><li>• <i>70-80 foot wide streets, similar to Rosemary Street,</i></li></ul></li></ul>			
7	e) <i>Require that any industrial use, including</i>	<ul style="list-style-type: none"><li><ul style="list-style-type: none"><li>• <i>55-65 foot wide minor streets, similar to Henderson Street.</i></li></ul></li></ul>			
8	<i>power plants, be subject to an individual</i>	<ul style="list-style-type: none"><li>• <i>Limit block size to 500 feet by 250 feet, measured from street right of way lines (block area of</i></li></ul>			
9	<i>Special Use Permit review by the Council.</i>	<ul style="list-style-type: none"><li><i>approximately 125,000 sq. ft.)</i></li></ul>			
10	Goal 3: Minimize environmental and community impacts	<ul style="list-style-type: none"><li>• <i>Bisect blocks with alleys for service access as appropriate.</i></li></ul>			
11	of construction.	<ul style="list-style-type: none"><li>• <i>Use property lines as build-to lines, so that buildings have zero front setbacks.</i></li></ul>			
12	<u>Strategies</u>	<i>Parking Guidelines</i>			
13	a) <i>Adopt sedimentation and erosion control</i>	<ul style="list-style-type: none"><li>• <i>Place off-street parking behind or between, rather than in front of, buildings.</i></li></ul>			
14	<i>plans in consultation with the Town to</i>	<ul style="list-style-type: none"><li>• <i>Provide on-street parking in parallel or diagonal layouts, as appropriate.</i></li></ul>			
15	<i>control stormwater during construction</i>	<ul style="list-style-type: none"><li>• <i>Encourage sharing of parking between adjacent mixed uses</i></li></ul>			
16	<i>with necessary temporary devices to ensure</i>	<ul style="list-style-type: none"><li>• <i>Anticipate provision of structured parking, including underground parking, when demand justifies</i></li></ul>			
17	<i>that water run-off will not adversely affect</i>	<i>it.</i>			
18	<i>adjacent properties; Bolin Creek; Crow’s</i>	<i>Walkability Guidelines</i>			
19	<i>Branch; Eastwood Lake; and Lake Ellen.</i>	<ul style="list-style-type: none"><li>• <i>Connect surrounding neighborhoods and community activity centers with pedestrian pathways.</i></li></ul>			
20	b) <i>Seek commitment from the University to</i>	<ul style="list-style-type: none"><li>• <i>Provide sidewalks with trees aligned on both sides of all streets.</i></li></ul>			
21	<i>strengthen erosion control and</i>	<ul style="list-style-type: none"><li>• <i>Insulate and protect pedestrians from traffic with street trees and on-street parking.</i></li></ul>			
22	<i>sedimentation inspections, such as funding</i>	<ul style="list-style-type: none"><li>• <i>Design street intersections for safe pedestrian crossing movements.</i></li></ul>			
23	<i>for inspections positions as necessary to</i>	<ul style="list-style-type: none"><li>• <i>Light pedestrian pathways for safe and secure passage.</i></li></ul>			
24	<i>fully inspect and enforce applicable</i>	<i>Accessibility Guidelines</i>			
25	<i>regulations at the Carolina North</i>	<ul style="list-style-type: none"><li>• <i>Provide both on-street lanes and off-street trails for safe bicycle travel.</i></li></ul>			
26	<i>development.</i>	<ul style="list-style-type: none"><li>• <i>Provide secure bicycle storage facilities convenient to transit stops and public spaces.</i></li></ul>			
27	c) <i>Protect specimen trees and natural areas</i>	<ul style="list-style-type: none"><li>• <i>Maximize external accessibility to the site by connecting it to transit, automobile, bicycle, and</i></li></ul>			
28	<i>as designated on plan during construction.</i>	<ul style="list-style-type: none"><li><i>pedestrian routes.</i></li></ul>			
29	<i>Write protections into permits and</i>	<ul style="list-style-type: none"><li>• <i>Maximize internal accessibility within the site by providing transit, automobile, bicycle, and</i></li></ul>			
30	<i>construction specifications. Prohibit heavy</i>	<ul style="list-style-type: none"><li><i>pedestrian routes to serve all locations.</i></li></ul>			
31	<i>equipment and parking within tree drip</i>	<i>Building Guidelines</i>			
32	<i>lines or critical root zones, whichever is</i>	<ul style="list-style-type: none"><li>• <i>Limit building height generally to five stories on the interior of the site and three stories at the</i></li></ul>			
33	<i>greater, and in areas delineated on plan as</i>	<ul style="list-style-type: none"><li><i>periphery.</i></li></ul>			
34	<i>undisturbed areas.</i>	<ul style="list-style-type: none"><li>• <i>Select building materials to be consistent with the character of a campus environment.</i></li></ul>			
35	d) <i>Identify and mitigate localized flooding</i>	<ul style="list-style-type: none"><li>• <i>Arrange buildings to create outdoor rooms, by defining the edges of shared open space.</i></li></ul>			
36	<i>problems likely to occur during storm</i>	<ul style="list-style-type: none"><li>• <i>Incorporate green design principles, such as solar orientation and day lighting of interior spaces.</i></li></ul>			
37	<i>events.</i>	<i>Phasing Guidelines</i>			
38	e) <i>Ensure that at least two lanes of all Town</i>	<ul style="list-style-type: none"><li>• <i>Plan the project to be developed in phases, geared to market demand.</i></li></ul>			
39	<i>roads are kept open for local traffic during</i>	<ul style="list-style-type: none"><li>• <i>Design the buildings, facilities, parking, and infrastructure to be developed concurrently.</i></li></ul>			
40	<i>peak traffic periods. Include Chapel Hill -</i>				
41	<i>Carrboro School System in agreement on</i>				

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1	<i>hours of construction.</i>	<ul style="list-style-type: none"> <li>• <i>Encourage early provision of housing, in order to support mixed uses such as commercial.</i></li> </ul>			
2	f) <i>Provide a plan to protect the safety of</i>	<ul style="list-style-type: none"> <li>• <i>Develop buildings on both sides of streets, rather than solely within blocks, in order to enhance street life.</i></li> </ul>			
3	<i>bicyclists, pedestrians, and motorists</i>				
4	<i>during construction.</i>				
5	g) <i>Roads damaged during construction shall</i>				
6	<i>be repaired promptly by developer and in</i>				
7	<i>accordance with Town standards.</i>				
8	h) <i>Provide safe pedestrian corridors when</i>				
9	<i>sidewalks are closed due to construction at</i>				
10	<i>Carolina North.</i>				
11	NEIGHBORHOOD / COMMUNITY INTERFACE				
12	PRINCIPLES				
13	HWCC	UNC	Carrboro	Chamber of Commerce	Orange County
14	<u>Principle 1: Planning for Carolina North shall address</u>	Initial presentation	<u>Provide</u>	<u>Carolina North develops</u>	<b>Sustainable</b>
15	<u>community needs for housing, schools, and other</u>	Carolina North will support the university’s mission and offer a range of housing for	<u>community</u>	<u>with a compact, dense,</u>	<b>Community –</b>
16	<u>facilities.</u>	university employees. It will be built wisely on land already cleared (airport). It will	<u>access to</u>	<u>mixed-use urban form</u>	<b>Affordable</b>
17	<u>Goal 1A: Create a diversity of housing levels, types and</u>	support public education, providing a school site.	<u>recreational</u>	<u>that accommodates</u>	<b>housing and</b>
18	<u>values that reflect the range of salaries at the University.</u>	Infrastructure report	<u>amenities at</u>	<u>growth and provides for</u>	<b>“meaningful</b>
19	<i>Provide a minimum of 25% of housing units calculated</i>	<i>Mixed Use Guidelines</i>	<u>Carolina</u>	<u>affordable, workforce</u>	<b>jobs”, as they</b>
20	<i>based on the total daytime population (employees and</i>	<ul style="list-style-type: none"> <li>• <i>Provide a mix of uses that includes work, recreation, living, and shopping areas, all of which</i></li> </ul>	<u>North</u>	<u>housing.</u>	<b>were</b>
21	<i>students) at Carolina North; the 25% also needs to</i>	<ul style="list-style-type: none"> <li>• <i>Include a range of housing types and prices, to serve the needs of University faculty, staff, and</i></li> </ul>	<u>campus.</u>	<u>Carolina North retail</u>	<b>characterized</b>
22	<i>reflect the range of salaries.</i>	<ul style="list-style-type: none"> <li>• <i>Include service establishments (light commercial) uses to serve Carolina North residents,</i></li> </ul>		<u>activities are accessible</u>	<b>by the Chamber</b>
23	<i>Goal 1B: Provide housing on the site to <b>address the</b></i>	<ul style="list-style-type: none"> <li>• <i>employees, and visitors.</i></li> </ul>		<u>and open to the public</u>	<b>of Commerce,</b>
24	<i><b>shortage of student housing</b> with the goal of one bed for</i>	<ul style="list-style-type: none"> <li>• <i>Coordinate plans with the Chapel Hill-Carrboro School System to discuss the education needs of</i></li> </ul>		<u>and are operated by the</u>	<b>scratch the</b>
25	<i>every head.</i>	<i>the Carolina North residents.</i>		<u>private sector with a</u>	<b>surface of the</b>
26	Goal 1C: Provide adequate residential parking.			<u>strong preference for</u>	<b>notion of a</b>
27	Goal 1D: Produce housing in an environmentally sound			<u>local ownership.</u>	<b>sustainable</b>
28	manner with respect to design, siting, materials, and				<b>human</b>
28	resource use.			Carolina North is a	<b>community.</b>
30	<u>Goal 1E: Reserve school sites at Carolina North and</u>			local job creation zone	<b>Carolina North</b>
31	<u>secure financial commitment from the University to build</u>			helping to create a	<b>should have</b>
32	<u>schools needed to meet the additional demand for pre-</u>			sufficient supply of	<b>sufficient and</b>
33	<u>kindergarten through high school as a result of the</u>			meaningful jobs.	<b>affordable</b>
34	<u>development.</u>				<b>housing for all</b>
35	<i>Goal 1F: Include civic uses in the built environment.</i>			<b>Carolina North</b>	<b>of its workers,</b>
36	<i>Strategies</i>			<b>prioritizes the creation</b>	<b>students and</b>
37	a) <i>Evaluate and provide as necessary the</i>			<b>of workforce housing,</b>	<b>faculty. The</b>
38	<i>facility needs of neighboring and Carolina</i>			<b>focusing its efforts on</b>	<b>University</b>
39	<i>North residents with respect to recreation,</i>			<b>the needs of local</b>	<b>should also</b>
40	<i>commerce, and civic uses such as fire and</i>			<b>employees making 80-</b>	<b>consider</b>
41	<i>police stations, polling places, libraries,</i>				<b>addressing the</b>

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1		<i>senior and civic meeting space.</i>				
2		<i>b) Encourage the formal integration of public</i>				
3		<i>art in the fabric of the built environment,</i>				
4		<i>extending traditional expectations of</i>				
5		<i>“building decoration” in order to define</i>				
6		<i>the spaces between the neighborhoods and</i>				
7		<i>the proposed buildings as well as aesthetic</i>				
8		<i>interpretations of how common space may</i>				
9		<i>be used.</i>				
10		<i>c) Require that all structures in the Carolina</i>				
11		<i>North development complex be built with</i>				
12		<i>fire sprinkler systems regardless of size or</i>				
13		<i>occupancy as part of a life safety and</i>				
14		<i>sustainable building plan, as is being done</i>				
15		<i>on the main campus.</i>				
16		<i>d) Address needs of older citizens and family</i>				
17		<i>caregivers at Carolina North.</i>				
18	Principle 2: Create a campus facility that is open,					
19	welcoming and part of the community fabric while at the					
20	same time respecting the privacy and integrity of					
21	adjoining neighborhoods.					
22	<u>Goal 2A:</u> Integrate community concerns in the design of					
23	Carolina North.					
24	<u>Strategies</u>					
25	<i>a) Orient the development to Airport Road so</i>					
26	<i>that it is visible from the street, enhances</i>					
27	<i>access and creates an urban aesthetic.</i>					
28	<i>Place buildings closer to Airport Road than</i>					
29	<i>the 250-foot setback suggested in the Ayers</i>					
30	<i>Saint Gross plan.</i>					
31	<i>b) Buffer neighborhoods from Carolina North.</i>					
32	<i>Develop standards working with the Town</i>					
33	<i>and neighbors to protect neighborhoods</i>					
34	<i>from noise, light pollution, parking</i>					
35	<i>facilities and mechanical buildings and</i>					
36	<i>providing for protective buffers.</i>					
37	<i>c) Limit motor vehicle access to and from</i>					
38	<i>existing neighborhoods through roadway</i>					
39	<i>design and placement, and create non-</i>					
40	<i>motorized-only access such as walking</i>					
41	<i>routes or bikeways.</i>					
					<b>120% of median income.</b>	<b>shortage of beds on the main campus, and thus the adverse effect on the local market of off-campus housing of students, by providing residential options that would accommodate more than the population of Carolina North. Workers at Carolina North should be guaranteed a living wage and adequate health care. Given crucial shortages in the community at-large, Carolina North should provide adequate childcare for its workers and students. UNC currently contributes approximately \$200,000 annually for child care subsidies, but</b>
					Carolina North creates strong connectivity to the existing commercial areas, specifically to the downtowns and UNC’s main campus.	

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1	d)	Roadway design within Carolina North should be used to limit the use of the campus as a cut-through for automobiles from any direction.					with 75 of its employees requiring assistance and an average subsidy of \$6,000 per client, this falls far short of addressing the University's current impact on community resources. The University should consider providing senior services to its faculty and workers at Carolina North, as well as sufficient recreational opportunities, in order to promote the health of its staff and students.
2							
3							
4							
5	e)	Prohibit direct automobile access from North Haven and Glen Heights to the tract but encourage and develop non-motorized access.					
6							
7							
8							
9	f)	Make the campus accessible to the existing public schools on High School Road and Seawell School Road.					
10							
11							
12	g)	Encourage neighborhood scale retail at Carolina North.					
13							
14	h)	Ensure safe crossing of Airport Road for pedestrians and bicyclists.					
15							
16	i)	Modify Seawell School Road, Homestead Road and Estes Drive Extension to allow pedestrians and bicyclists to cross safely.					
17							
18							
19	<u>Goal 2B:</u> Create a built environment with a sense of place and a feeling of permanence.						
20							
21		<u>Strategies</u>					
22	a)	Place along Airport Road, especially at the intersection with Estes Drive Extension, buildings that architecturally enhance the entranceway to Carolina North.					
23							
24							
25	b)	Develop distinguishable front facades that create a sense of orientation.					
26							
27							
28	c)	Relate the scale and design of street level frontage to the planned pedestrian- scale activity at the street level.					
29							
30							
31	d)	Coordinate building and architectural styles throughout the tract, using landscaping to create linkages throughout the site and to enhance connectivity.					
32							
33							
34							
35	e)	Exercise special care in the location and design of any utility facilities such as water, sewer, and power generation due to the potentially large impacts that these activities pose to the surrounding community. Propose and communicate design, performance, environmental, and					
36							
37							
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41							

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1		<i>aesthetic standards to the Town Council</i>				<i>many County</i>
2		<i>before any plans are finalized.</i>				<i>programs and</i>
3	f)	<i>Consolidate utility corridors and bury</i>				<i>services, as well</i>
4		<i>power lines, both those on-site and those</i>				<i>as on</i>
5		<i>which bring energy to the site.</i>				<i>transportation</i>
6	g)	<i>Roads, to be accepted for Town</i>				<i>infrastructure</i>
7		<i>maintenance, have to be designed and</i>				<i>that extends</i>
8		<i>constructed to Town standards. There are</i>				<i>beyond the</i>
9		<i>special specifications for roads to be used</i>				<i>Chapel Hill-</i>
10		<i>as bus routes. To the extent feasible, bus</i>				<i>Carrboro urban</i>
11		<i>routes should be identified in advance.</i>				<i>area. Primary</i>
12						<i>emphasis should</i>
13						<i>be placed on</i>
14						<i>servicing</i>
15						<i>Carolina North</i>
16						<i>via public</i>
17						<i>transportation,</i>
18						<i>with direct,</i>
19						<i>robust</i>
20						<i>connections to</i>
21						<i>Hillsborough to</i>
22						<i>serve the central</i>
23						<i>and northern</i>
24						<i>parts of Orange</i>
25						<i>County. Multi-</i>
26						<i>modal</i>
27						<i>connections</i>
28						<i>should be created</i>
29						<i>with the main</i>
30						<i>campus of the</i>
31						<i>University.</i>
32						
33						<i>Integrated into</i>
34						<i>Larger</i>
35						<i>Community –</i>
36						<i>Carolina North</i>
37						<i>should be</i>
38						<i>integrated into</i>
39						<i>the fabric of the</i>
40						<i>surrounding</i>
41						<i>community</i>

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1					physically, so
2					people may
3					walk, bike, run
4					on and off the
5					campus, and
6					conceptually.
7					While the focus
8					of other efforts
9					has rightly
10					focused on
11					protecting
12					existing
13					neighborhoods,
14					retail,
15					recreational, and
16					other facilities at
17					Carolina North
18					should also be
19					accessible to
20					outsiders to the
21					greatest extent
22					possible.
23					
24	FISCAL EQUITY PRINCIPLE				
25	HWCC	UNC	Carrboro	Chamber of Commerce	Orange County
26	Principle 1: The University or State or Carolina North	<u>Carolina North will support the university’s mission and achieve fiscal equity with the towns.</u>	<u>Ensure that</u>	Carolina North achieves	A variety of County
27	tenants shall bear the cost of Town services required by		<u>Carolina</u>	fiscal equity with the	impacts must be
28	Carolina North so that Town residents do not subsidize		<u>North</u>	resources generated and	considered in
29	those uses through their local taxes. <u>The Carolina North</u>		<u>development</u>	financial contributions	calculating fiscal
30	<u>development shall be either revenue positive or revenue</u>		<u>will be cost</u>	that equal or exceed the	equity, especially
31	<u>neutral for the Town.</u>		<u>neutral to</u>	public’s expense in	sales tax revenues
32	<u>Goal 1: The Town shall establish a process at the outset</u>		<u>local</u>	supporting it.	and the cost of a wide
33	<u>to identify the costs and the revenues associated with</u>		<u>government.</u>		variety of services,
34	<u>Carolina North and receive appropriate support from the</u>		<u>A fiscal</u>		not the least of which
35	<u>University for Town services and resources.</u>		<u>equity</u>		is the provision of
36	<i>Strategies</i>		<u>model in</u>		schools. <i>With a</i>
37	<i>a) A process involving the Town and</i>		<u>place prior</u>		<i>proposed 6 million</i>
38	<i>University should be established to develop</i>		<u>to submittal</u>		<i>square feet of</i>
39	<i>a set of standards regarding natural</i>		<u>of any</u>		<i>Institutional/Researc</i>
40	<i>resources and public facilities and our</i>		<u>application.</u>		<i>h space, 2 million</i>
41	<i>expected quality of life and then to monitor</i>				<i>square feet of</i>

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1		<i>and evaluate the impacts of growth on those</i>			<i>Residential, and</i>
2		<i>standards and look for alternatives for</i>			<i>300,000 square feet</i>
3		<i>development when a saturation point has</i>			<i>of Service/Retail, the</i>
4		<i>been reached.</i>			<i>impacts are</i>
5	b)	<i>The Town recommends UNC to explain its</i>			<i>significant.</i>
6		<i>financial model to the Town and to</i>			<i>Depending on the</i>
7		<i>articulate how the project will serve the</i>			<i>final mix of housing</i>
8		<i>needs of North Carolina citizens and to</i>			<i>types, there could be</i>
9		<i>explain the impacts on Chapel Hill citizens.</i>			<i>between 1,500 to</i>
10		<i>The Town shall employ outside expertise to</i>			<i>2,000 new units, or</i>
11		<i>evaluate the financial model.</i>			<i>more if dormitories</i>
12	c)	<i>A fiscal impact statement shall accompany</i>			<i>are included. The</i>
13		<i>every building or project at Carolina North.</i>			<i>local school impacts,</i>
14		<i>Any facility used for non-academic</i>			<i>again depending on</i>
15		<i>purposes should be subject to taxes or</i>			<i>housing type, could</i>
16		<i>payment in lieu of taxes.</i>			<i>result in generation</i>
17	d)	<i>The report produced jointly by the Town</i>			<i>of more than 700</i>
18		<i>and University in 1999 on fiscal equity shall</i>			<i>students, which is</i>
19		<i>be revised in light of the proposed</i>			<i>greater than the size</i>
20		<i>development.</i>			<i>of one typical</i>
21	e)	<i>Establish a committee to develop the</i>			<i>elementary school,</i>
22		<i>indicators and produce a report on fiscal</i>			<i>particularly if the</i>
23		<i>equity. This committee shall be composed of</i>			<i>First School concept</i>
24		<i>citizens not affiliated with Town or</i>			<i>is considered with its</i>
25		<i>University governance, though</i>			<i>relatively low</i>
26		<i>representatives of Town and University</i>			<i>capacity. The</i>
27		<i>governance would serve as valuable</i>			<i>amount of off-site</i>
28		<i>resources to this group.</i>			<i>impacts created by</i>
29	f)	<i>The Town shall take the opportunity offered</i>			<i>perhaps 7,500 new</i>
30		<i>by the zoning approval process to advance</i>			<i>employees (and many</i>
31		<i>the goals identified by the Town’s Horace</i>			<i>more overlapping</i>
32		<i>Williams Citizens’ Committee.</i>			<i>construction work</i>
33					<i>force employees)</i>
34					<i>could triple the</i>
35					<i>school impact</i>
36					<i>county-wide.</i>
37					
38	WATER AND SEWER / STORMWATER				
39	MANAGEMENT / AIR QUALITY PRINCIPLES				
40	HWCC	UNC	Carrboro	Chamber of Commerce	Orange County
41	Principle 1: Assume a leadership position in sustainable	Infrastructure report	Use	Development on	Water, Sewer,

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1	water management and wastewater treatment and reuse.	<ul style="list-style-type: none"><li>• Our objective is for Carolina North to be a model development, following state-of-the-art sustainability, stormwater and environmental standards.</li></ul>	stormwater management best practices	Carolina North strives to make the most efficient use of energy in all phases of planning, design and construction.	Stormwater, Energy Infrastructure – Low water use and high water reuse; Cost efficient sewer design; Low Impact stormwater Design (LID); Xeriscaping.
2	Goal 1: Seek innovative solutions to minimize water demand and ensure adequate supply for the greater community as well as Carolina North.	<ul style="list-style-type: none"><li>• Plans for Carolina North parking, transit, utilities and design guidelines and general infrastructure should remain flexible, to take advantage of new technologies and opportunities.</li></ul>			
3		<ul style="list-style-type: none"><li>• The Committee assumed that industrial activities, if any, would be clean, limited, light and consume minimal water and other resources.</li></ul>	Use energy and water conservation best practices		
4		<ul style="list-style-type: none"><li>• The development and operation of Carolina North should minimize and strive for zero waste, including energy, water and solid waste. Waste minimization performance standards should be developed.</li></ul>			
5	<i>Strategies</i>	<ul style="list-style-type: none"><li>• Developers and builders should be trained and held responsible for meeting Carolina North’s environmental standards and for any damage they may cause.</li></ul>			
6	a) Collaborate with Orange Water and Sewer Authority in water and sewer planning.	<i>Major Recommendations</i>			
7	Quantify and address the impact of Carolina North on water supply and water and wastewater treatment infrastructure as the development is phased in.	<i>Use A/S/G Sustainability Goals and Plans</i>			
8		<i>The sustainability goals and plans developed to date by Ayers/Saint/Gross for Carolina North are sound. In particular:</i>	<u>Meet and exceed CRed carbon reduction goals</u>		
9	b) A negotiated payment should be made in addition to the OWASA rate structure to account for capital improvements required to accommodate this development or some similar mechanism to mitigate increased subsidies by the general rate base.	<ul style="list-style-type: none"><li>• Utilize the A/S/G “sustainable site design” goals for conserving land and water resources, and details of stormwater best management practices, including infiltration.</li></ul>			
10		a) Utilize the A/S/G sustainability plans described in the “Carolina North Master Plan—Design Guidelines Sub-Committee.”	Employ best practices to clean up hazardous waste and other environment al liabilities; avoid the creation of future environment al liabilities.		
11	c) Apply water conservation principles to all facilities.	<i>Accent Environmental Decisionmaking</i>			
12	d) Reuse treated wastewater.	<i>Because environmental issues will change during the decades over which Carolina North will be developed, the process established for environmental decisionmaking will have a long-lasting impact.</i>			
13	e) Landscape to minimize need for pesticides and fertilizers.	<ul style="list-style-type: none"><li>• The design review process should verify that proposed projects meet the Master Plan’s sustainability and environmental protection standards, and minimally impact the environment.</li></ul>			
14	Principle 2: Ensure that development of Carolina North results in no net increase in stormwater discharge.	<ul style="list-style-type: none"><li>• Design review standards for sustainability and environmental protection should be periodically updated to take advantage of new approaches, technologies and opportunities.</li></ul>			
15	Establish the stormwater requirements that were adopted for the main campus by the Town Council on July 2, 2001 as the minimum standards for the development of Carolina North.	<ul style="list-style-type: none"><li>• To aid in decisionmaking and assess developmental impact, baseline assessments of environmental parameters (recommended below) should continue to be monitored.</li></ul>			
16	Goal 2: Follow University Campus Master Plan Best Management Practices for stormwater. Develop a stormwater master plan for the entire site, including all existing intermittent and perennial streams, water features, jurisdictional wetlands and riparian areas as baseline conditions for master planning.	b) Use an inclusive and deliberate process for making environmental decisions, while evaluating costs, impacts and technological opportunities. For example, provide regular opportunities for public input.			
17		<i>Identify and Plan to Resolve Environmental Liabilities</i>			
18	<i>Strategies</i>	<ul style="list-style-type: none"><li>• Make plans (including timelines and budget) to remediate the chemical waste site and the landfill. Verify Town of Chapel Hill plans to remediate the Public Works site.</li></ul>			
19	a) Use pervious pavement/sidewalks.	<ul style="list-style-type: none"><li>• Make plans (including timelines and budget) for the closure of sites to be vacated (i.e., Town of Chapel Hill Transit and Public Works facilities, APS Shelter, UNC Airport). Assess post-closure environmental risks and plan to remediate impacts as necessary.</li></ul>			
20	b) Use vegetative roofs.	<ul style="list-style-type: none"><li>• Assess erosion and drainage problems, invasive species, pond stability, rail line impacts and other environmental liabilities. Explore ways to minimize future impacts of rail line</li></ul>			
21	c) Capture and reuse wastewater and stormwater.				
22	d) Control sediment and erosion during development to ensure no off-site impacts.				
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1		<i>Install monitoring instruments on the</i>			
2		<i>waterways that exit the property.</i>			
3	e)	<i>The University shall fund an erosion control</i>	<ul style="list-style-type: none"><li>• <i>Address other existing uses of the property, such as recycling, wood waste processing,</i></li></ul>		
4		<i>and sedimentation inspection position with</i>	<i>construction lay down and fabrication, car impoundment, surplus storage, etc. These</i>		
5		<i>Orange County dedicated to Carolina North</i>	<i>operations require long term plans for their proper management and most appropriate</i>		
6		<i>development. Under present law this</i>	<i>location. Consider minimizing operations, or relocating offsite. Onsite relocation should</i>		
7		<i>function is carried out by the State for State</i>	<i>minimize the environmental impact or disturbance to Carolina North.</i>		
8		<i>projects. An improved level of inspection</i>	c) <i>For other areas, identify and explore the possibility of environmental restoration,</i>		
9		<i>could be attained if the University would</i>	<i> revegetation, habitat creation and reintroduction of native species.</i>		
10		<i>fund additional inspections staff.</i>	<i>Build Sustainable Buildings</i>		
11		<b>Principle 3: Ensure that Carolina North has no</b>	<ul style="list-style-type: none"><li>• <i>Utilize and expand upon UNC-Chapel Hill’s experience with sustainable practices and design</i></li></ul>		
12		<b>negative impact on the air quality of Chapel Hill.</b>	<i>guidelines.</i>		
13		<b><u>Goal 3: Ensure there is no net increase in greenhouse</u></b>	<ul style="list-style-type: none"><li>• <i>Ensure that all buildings will establish sustainability goals based on the Leadership, Energy</i></li></ul>		
14		<b><u>gases, nitrogen oxides and sulfur oxides. Particulate</u></b>	<i>Efficiency and Environmental Design check list or other state of the art best practices and</i>		
15		<b><u>pollutants should be included in the evaluation of air</u></b>	<i>approaches.</i>		
16		<b><u>pollution.</u></b>	<ul style="list-style-type: none"><li>• <i>Orient buildings for optimal orientation for daylighting, solar energy use and natural</i></li></ul>		
17		<i>Strategies</i>	<i>ventilation.</i>		
18	a)	<i>Use alternative energy sources; do not use</i>	<ul style="list-style-type: none"><li>• <i>Utilize designs and construction methods that maximize pest prevention and minimize the need</i></li></ul>		
19		<i>coal and nuclear energy sources.</i>	<i>for remedial pest control treatments. For example, choose materials that minimize future pest</i>		
20	b)	<i>Put ozone action strategies in place.</i>	<i>risks.</i>		
21	c)	<i>Implement transportation demand</i>	<i>Manage stormwater</i>		
22		<i>management policies and encourage the use</i>	<ul style="list-style-type: none"><li>• <i>Manage stormwater onsite in a way that minimizes impervious surfaces and causes no</i></li></ul>		
23		<i>of public transit.</i>	<i>damage offsite.</i>		
24	d)	<i>Provide priority parking for Alternative</i>	<ul style="list-style-type: none"><li>• <i>Utilize stormwater/infiltration best management practices developed to date by A/S/G for</i></li></ul>		
25		<i>Fuel Vehicles.</i>	<i>Carolina North in their “sustainable site design” goals, sustainability plans (described in the</i>		
26	e)	<i>Use low sulfur diesel construction and</i>	<i>“Carolina North Master Plan—Design Guidelines Sub-Committee”) and the University’s</i>		
27		<i>maintenance equipment and vehicles.</i>	<i>Stormwater Master Plan.</i>		
28	f)	<i>Ensure that construction equipment</i>	<ul style="list-style-type: none"><li>• <i>Update A/S/G goals to include new stormwater standards for steep slopes and riparian</i></li></ul>		
29		<i>conforms to city noise levels.</i>	<i>corridor protection. Adopt other new innovations as they are developed.</i>		
30	g)	<i>Require the use of no or low VOC (Volatile</i>	<ul style="list-style-type: none"><li>• <i>Manage stormwater as a resource and substitute for potable water as feasible.</i></li></ul>		
31		<i>Organic Compounds) paints, resins,</i>	d) <i>Avoid the use of detention basins to manage stormwater.</i>		
32		<i>coatings.</i>	<i>Mitigate Carolina North’s greenhouse gas emissions and other air quality impacts</i>		
33	h)	<i>Ensure that buildings are Leadership in</i>	<ul style="list-style-type: none"><li>• <i>Explore the possibility of developing Carolina North as a carbon-neutral site.</i></li></ul>		
34		<i>Energy and Environmental Design (LEED)</i>			
35		<i>certifiable. In the long term, ensure that</i>			
36		<i>buildings achieve a minimum of silver</i>			
37		<i>certification.</i>			
38	i)	<i>Apply sustainable green design principles.</i>			
39	j)	<i>Electric power should be provided to the</i>			
40		<i>site in a way that is innocuous to the</i>			
41		<i>surrounding neighborhood and be fiscally</i>			

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1					
2	<i>neutral to Chapel Hill residents.</i>				
3	NATURAL AREAS / PARKS AND RECREATION				
4	FACILITIES PRINCIPLES				
5	HWCC	UNC	Carrboro	Chamber of Commerce	Orange County
6	<b>Principle 1: Preserve in perpetuity the maximum</b>	University			
7	<b>amount of open space possible with a goal of</b>				
8	<b>preserving 75% of the Horace Williams property as</b>	Initial presentation			
9	<b>stated by the University.</b>	Carolina North will support the university’s mission and will protect environmentally sensitive areas.			
10	Goal 1A: Protect water features and large areas of land.				
11	<u>Strategies</u>	Infrastructure report			
12	a) <i>Preserve large portions of the Horace</i>	Assess Carolina North’s Environmental Assets			
13	<i>Williams Property for open space in the</i>	<ul style="list-style-type: none"> <li>Assess Carolina North’s environmental assets, such as streams, ponds, nature trails, plant inventories, bird census and other natural features. Involve students and faculty in conducting these assessments.</li> </ul>	Provide permanently preserved and protected Bolin Creek corridor that will be integrated into existing greenway plans		
14	<i>form of conservation easements.</i>	<ul style="list-style-type: none"> <li>Include an assessment of archaeological, historic and cultural assets, such as the Bolin Creek millrace and old home sites.</li> </ul>			
15	b) <i>Encourage construction on already cleared</i>				
16	<i>and graded land to preserve more of the</i>				
17	<i>existing natural area, while adhering to</i>				
18	<i>Neighborhood &amp; Community Interface</i>				
19	<i>principles.</i>	Protect Bolin Creek and Its Corridor			
20	Goal 1B: Designate and protect areas that serve as	<ul style="list-style-type: none"> <li>Protect and manage the natural and recreational assets of Bolin Creek.</li> </ul>	Preserve and protect flood plains, stream buffers, steep slopes, wildlife corridors, and significant natural or historical areas		
21	passive recreation opportunities, as wildlife habitat, and	<ul style="list-style-type: none"> <li>While allowing recreational access, retain a well-defined, permanent, undeveloped buffer adjacent to Bolin Creek. Consider a permanent protected buffer on the Carolina North property west and south of Bolin Creek.</li> </ul>			
22	as buffers along Bolin Creek and Crow Branch. Establish	<ul style="list-style-type: none"> <li>Avoid development near Bolin Creek and its corridor.</li> </ul>			
23	as much of the open space as possible as a contiguous	<ul style="list-style-type: none"> <li>Integrate the Carolina North Master Plan with Bolin Creek greenways plans of Orange County and the Towns of Carrboro and Chapel Hill. Involve citizen groups in this planning.</li> </ul>			
24	area. Provide this “non-fractured” area to maintain	<ul style="list-style-type: none"> <li>Plan and establish formal community access to the Bolin Creek corridor greenway. Include resources to maintain this access in future budgets. (Current community access is unmanaged.)</li> </ul>			
25	wildlife, a sense of forest and green space. Protect as				
26	much of the natural environment as possible.	Permanently Protect Designated Environmental Assets			
27	<u>Strategies</u>	<ul style="list-style-type: none"> <li>Identify and delineate Carolina North’s <u>most valuable environmental assets</u> that merit permanent protection. These assets include critical habitat, hardwood forests, steep slopes, streams, perennial and intermittent tributaries, stream buffers identified and easements by A/S/G in their “Carolina North Master Plan,” and other riparian buffers. Preserve these assets by inviolable means, such as conservation easements or land trusts.</li> </ul>			
28	a) <i>Roads shall be located so as not to</i>	<ul style="list-style-type: none"> <li>Identify <u>other environmental assets</u> that merit protection. These assets include green space, open space, tree stands and a specified protected acreage or percent. Preserve these assets by means that are durable and allow the best future environmental decisions (e.g., Board of Trustees policy).</li> </ul>			
29	<i>subdivide large environmentally sensitive</i>				
30	<i>tracts.</i>	Plan and Establish Community Access to Recreational Resources			
31	Goal 1C: Build active recreation facilities within the	<ul style="list-style-type: none"> <li>Plan and establish formal recreational trails for the benefit of Carolina North tenants, UNC</li> </ul>			
32	developable area (25% of the Horace Williams property).				
33	Principle 2: Develop and maintain a network of trails and				
34	greenways at Carolina North.				
35	Goal 2A: Partner with Chapel Hill, Carrboro, Orange				
36	County and community groups to develop trails and				
37	greenways along the rail line, Bolin Creek and Crow				
38	Branch.				
39	Goal 2B: Develop trails along the creeks in a sensitive				
40	manner to protect the fragile ecology of the corridor.				
41	Principle 3: Conduct and maintain an inventory of natural				

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1	resources and use it as a guide for planning and	<i>students, faculty and staff, and the community. Include resources to maintain them (e.g., to</i> <i>prevent erosion) in future budgets.</i> <ul style="list-style-type: none"><li>• <i>Integrate plans for Carolina North greenways and bikeways with those in local master plans.</i></li><li>• <i>Explore opportunities with University environmental, Botanical Garden, urban planning and</i> <i>other educators for use of Carolina North as a learning laboratory.</i></li><li>• <i>Consider planning, establishment and future resources for management of other recreational</i> <i>resources that can be shared with the community, such as green space or a running trail.</i></li></ul>			
2	development.				
3	Goal 3A: Implement the recommendation of the Carolina				
4	North Infrastructure Report (May 2003) to permanently				
5	protect designated environmental assets as follows:				
6	<i>“Identify and delineate Carolina North’s most</i>				
7	<i>valuable environmental assets that merit</i>				
8	<i>permanent protection. These assets include</i>				
9	<i>critical habitat, hardwood forests, steep slopes,</i>				
10	<i>streams, perennial and intermittent tributaries,</i>				
11	<i>stream buffers ... and other riparian buffers.</i>				
12	<i>Preserve these assets by inviolable means, such</i>				
13	<i>as conservation easements or land trusts.</i>				
14					
15	<i>“Identify other environmental assets that merit</i>				
16	<i>protection. These assets include green space,</i>				
17	<i>open space, tree stands and a specified</i>				
18	<i>protected acreage or percent. Preserve these</i>				
19	<i>assets by means that are durable and allow the</i>				
20	<i>best future environmental decisions (e.g., Board</i>				
21	<i>of Trustees policy).” (Page 20)</i>				
22	Principle 4: Follow sustainable site design principles and				
23	goals.				
24	<u>Goal 4A:</u> <i>Endorse the following environmental principles</i>				
25	<i>and goals for conserving land and water resources</i>				
26	<i>specified in the 2/5/01 Town-Gown Committee Report:</i>				
27	a) <i>Minimize disturbance.</i>				
28	<i>Disturb as little of the proposed site as</i>				
29	<i>possible.</i>				
30	<i>Work with the natural contours; avoid</i>				
31	<i>excessive earthmoving.</i>				
32	<i>Limit removal of existing natural</i>				
33	<i>vegetation.</i>				
34	<i>Avoid placing structures in floodplains and</i>				
35	<i>sensitive areas.</i>				
36	<i>Keep building and parking envelope as</i>				
37	<i>compact as possible.</i>				
38	<i>Maintain [or re-establish if needed]</i>				
39	<i>riparian buffer along stream [with</i>				
40	<i>additional allowance for wildlife corridors]</i>				
41	b) <i>Maintain natural hydrologic cycle.</i>				

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1	Prevent net increase in volume runoff.				
2	Avoid unnecessary impervious surfaces—				
3	make pervious if possible.				
4	Maintain recharge of rainfall to				
5	groundwater.				
6	Provide retention beds to mitigate				
7	stormwater.				
8	Maintain infiltration for existing vegetation.				
9	Use “best management practices” such as				
10	porous pavement.				
11	Collect rainwater for plant and garden				
12	watering.				
13	c) Maintain water quality.				
14	Use native species and omit future chemical				
15	site maintenance. [Landscape to minimize				
16	need for pesticides and fertilizers.]				
17	Limit artificial areas such as maintained				
18	lawns.				
19	Avoid discharge of wastewater to creeks				
20	and ponds.				
21	Avoid earthwork which creates erosion and				
22	sediment problems.				
23	Maintain native vegetation.				
24	Use low maintenance, water quality Best				
25	Management Practices (BMP).				
26	TRANSPORTATION AND LAND USE PRINCIPLES				
27	HWCC	UNC	Carrboro	Chamber of Commerce	Orange County
28	<u>Principle 1: Carolina North will create minimal impact on</u>	Infrastructure report	<u>Use existing</u>	Carolina North supports	Transportation and
29	<u>traffic and will promote commuter safety. The</u>	<i>General</i>	<u>right-of-way</u>	multiple forms of	Land Use – All
30	<u>Transportation Plan will be developed around a transit</u>	<ul style="list-style-type: none"><li><i>The accessibility of Carolina North should be maximized.</i></li></ul>	<u>for efficient</u>	transportation to	modes of public
31	<u>system including use of Chapel Hill Transit rather than</u>	<ul style="list-style-type: none"><li><i>A well-integrated, multi-modal transportation system should be developed to provide a range of</i></li></ul>	<u>transit</u>	increased connectivity	transportation should
32	<u>single occupancy motor vehicles.</u>	<ul style="list-style-type: none"><li><i>transportation options and reduce reliance on the single-occupant vehicle.</i></li></ul>	<u>access to</u>	and partners to develop	be implemented
33	Goal 1A: Carolina North will be designed and built as a	<ul style="list-style-type: none"><li><i>The use of alternative modes should be encouraged to minimize traffic congestion, emissions,</i></li></ul>	<u>downtown</u>	transportation and	including use of the
34	pedestrian-, bicycle-, and transit-oriented development	<ul style="list-style-type: none"><li><i>energy consumption, and safety hazards.</i></li></ul>	<u>Carrboro</u>	transit solutions that	rail line as
35	from the outset.	<ul style="list-style-type: none"><li><i>The use of alternative fuels vehicles should be encouraged.</i></li></ul>	Plan transit	ensure a multi-modal	appropriate. The
36	<u>Strategies</u>	<ul style="list-style-type: none"><li><i>The transportation system should be designed to minimize environmental pollution and noise</i></li></ul>	oriented	infrastructure sufficient	coordination of
37	g) Any new transportation infrastructure other	<ul style="list-style-type: none"><li><i>impacts.</i></li></ul>	development	to handle projected	transit-oriented
38	than new roads should be built early in the	<ul style="list-style-type: none"><li><i>A mix of land uses should be included to reduce the need to travel off the campus, thereby</i></li></ul>	to keep	demand.	development land
39	development process to anticipate	<ul style="list-style-type: none"><li><i>minimizing automobile travel.</i></li></ul>	commuter		uses at appropriate
40	transportation demand and to maximize and	<ul style="list-style-type: none"><li><i>The transportation system should be planned and designed to maximize safety for users of all</i></li></ul>	traffic off		densities should be
41	establish early use of alternatives to	<ul style="list-style-type: none"><li><i>modes (particularly pedestrians and cyclists).</i></li></ul>			considered at

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1		<i>automobiles.</i>			
2		<i>b) Strictly limit parking (for example 1 space</i>	<ul style="list-style-type: none"><li><i>The transportation system for the campus should meet or exceed all applicable standards for</i></li></ul>	road system	
3		<i>for every 3 employees and/or a specified</i>	<ul style="list-style-type: none"><li><i>handicapped accessibility (including the University’s).</i></li></ul>		
4		<i>cap), and develop different parking limits</i>	<ul style="list-style-type: none"><li><i>Technology, especially intelligent transportation systems, should be applied to reduce delays and</i></li></ul>	Use higher	
5		<i>for retail, residential, and institutional uses</i>	<ul style="list-style-type: none"><li><i>queuing, and to provide information to users, e.g., parking availability information to minimize</i></li></ul>	density	
6		<i>for this site. Ensure that Carolina North</i>	<ul style="list-style-type: none"><li><i>unnecessary vehicular circulation.</i></li></ul>	development	
7		<i>does not become a park-and-ride lot for the</i>	<ul style="list-style-type: none"><li><i>Stakeholders should be involved in developing the transportation strategies and plan.</i></li></ul>	around	
8		<i>main campus.</i>	<ul style="list-style-type: none"><li><i>Use Federal and State funding to the maximum extent possible.</i></li></ul>	transit	
9		<i>c) Types of parking suggested include pervious</i>	<ul style="list-style-type: none"><li><i>Smart (Intelligent Transportation Systems, ITS) technologies should be applied to maximize</i></li></ul>	corridors to	
10		<i>pavement and parking structures under</i>	<ul style="list-style-type: none"><li><i>roadway capacity, efficiency, and safety (e.g., to improve the capacity of Airport Road).</i></li></ul>	support	
11		<i>buildings in order to minimize impervious</i>	<i>Pedestrian Movement</i>	transit	
12		<i>surfaces.</i>	<ul style="list-style-type: none"><li><i>The campus should be designed to be pedestrian-friendly: the transportation system, and</i></li></ul>		
13		<i>d) Park and ride lots using pervious pavement</i>	<ul style="list-style-type: none"><li><i>particularly the streets and pedestrian paths, should be designed to prioritize the safety, comfort,</i></li></ul>	Create	
14		<i>shall be established to the north, south, east</i>	<ul style="list-style-type: none"><li><i>and convenience of pedestrians over the movement and parking of automobiles.</i></li></ul>	pedestrian-	
15		<i>and west of Chapel Hill and Carrboro to</i>	<ul style="list-style-type: none"><li><i>Activity centers should be located to facilitate walking.</i></li></ul>	oriented	
16		<i>provide the bulk of the parking for non-</i>	<ul style="list-style-type: none"><li><i>The design should provide a mix of land uses that allows employees, residents and other users to</i></li></ul>	development	
17		<i>residential Carolina North traffic. UNC</i>	<ul style="list-style-type: none"><li><i>walk to a range of daily activities.</i></li></ul>	that has	
18		<i>shall bear their proportionate share of costs</i>	<i>Bicycles</i>	pedestrian	
19		<i>of building and maintaining park and ride</i>	<ul style="list-style-type: none"><li><i>The campus should be designed to be bicycle-friendly: bicycle amenities and the needs of cyclists</i></li></ul>	and bike	
20		<i>lots.</i>	<ul style="list-style-type: none"><li><i>should be integral to the development of the campus.</i></li></ul>	facilities	
21		<i>e) Establish enhanced bus service on Airport</i>	<ul style="list-style-type: none"><li><i>The campus should be readily accessible by bike.</i></li></ul>	throughout	
22		<i>Road.</i>	<i>Transit</i>	and	
23		<i>f) Call for continued detailed technical study</i>	<ul style="list-style-type: none"><li><i>The campus should have a high level of transit accessibility.</i></li></ul>	appropriate	
24		<i>of options for a fixed-guideway transit</i>	<ul style="list-style-type: none"><li><i>All major locations on the campus should be accessible by transit.</i></li></ul>	distances	
25		<i>corridor as an effective alternative to</i>	<ul style="list-style-type: none"><li><i>The campus should be planned and designed as a transit-oriented development to maximize</i></li></ul>	and	
26		<i>automobile use. Any fixed guideway transit</i>	<ul style="list-style-type: none"><li><i>opportunities for transit use.</i></li></ul>	connections	
27		<i>corridor and technology shall protect</i>	<i>Travel Demand Management</i>		
28		<i>neighborhoods.</i>	<ul style="list-style-type: none"><li><i>Strategies for meeting the transportation needs of all campus users should be developed</i></li></ul>	Integrate	
29		<i>g) Support Triangle Transit Authority’s efforts</i>	<ul style="list-style-type: none"><li><i>(including occasional visitors, private employees, UNC-Chapel Hill employees, students, and</i></li></ul>	connectivity	
30		<i>to develop regional mass transit serving</i>	<ul style="list-style-type: none"><li><i>residents).</i></li></ul>	with trial,	
31		<i>Carolina North and ties into Chapel Hill</i>	<ul style="list-style-type: none"><li><i>Travel demand management (also referred to as trip reduction) strategies should be employed to</i></li></ul>	bike and	
32		<i>Transit routes.</i>	<ul style="list-style-type: none"><li><i>minimize vehicular traffic.</i></li></ul>	greenway	
33		<i>h) Concentrate uses in such a way as to</i>	<i>Internal Streets and Traffic</i>	plans	
34		<i>support the 2025 DCHC (Durham/Chapel</i>	<ul style="list-style-type: none"><li><i>The street system should be designed to accommodate the projected traffic loads.</i></li></ul>		
35		<i>Hill/Carrboro Metropolitan Planning</i>	<ul style="list-style-type: none"><li><i>The street system should be designed to minimize pedestrian, bicycle, and vehicular conflicts.</i></li></ul>	<b>Work</b>	
36		<i>Organization) Transportation Plan.</i>	<ul style="list-style-type: none"><li><i>Allowable traffic speeds should be consistent with the level of pedestrian activity.</i></li></ul>	<b>within</b>	
37		<i>i) Require off-site road sidewalk and bikeway</i>	<ul style="list-style-type: none"><li><i>The street system should be designed to facilitate the efficient movement of transit vehicles, and</i></li></ul>	<b>current</b>	
38		<i>improvements (not to include road</i>	<ul style="list-style-type: none"><li><i>allow transit vehicles to safely and conveniently pick up and discharge passengers.</i></li></ul>	<b>plans for</b>	
39		<i>widening) from Carolina North along</i>	<ul style="list-style-type: none"><li><i>A street system hierarchy that identifies the predominant role of each street should be developed,</i></li></ul>	<b>Estes Dr.</b>	
40		<i>Airport Road north to I-40 and south to US</i>	<ul style="list-style-type: none"><li><i>and be the basis for the design of the street and appropriately locating land uses.</i></li></ul>	<b>and Sewell</b>	
41		<i>15-501 and all other perimeter roads to the</i>	<ul style="list-style-type: none"><li><i>The street system should provide multiple access options that are sensitive to uses bordering</i></li></ul>	<b>School Rd.</b>	Carolina North and also work with local governments (Carrboro, Chapel Hill and Hillsborough) for off-site programs.

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1	<i>tract.</i>	<i>Carolina North and disperse traffic entering and exiting the campus.</i>			
2	j) <i>Sidewalks, natural paths and/or bikeways</i>	<i>Parking</i>	<u>Provide</u>		
3	<i>shall serve all buildings and be conducive</i>	<ul style="list-style-type: none"><li><i>The amount of parking on Carolina North should balance the needs of the various land uses,</i></li></ul>	<u>primary</u>		
4	<i>to walking and biking.</i>	<ul style="list-style-type: none"><li><i>different users, the travel demand management program, and the high level of transit</i></li></ul>	<u>access for</u>		
5	k) <i>Create direct routes for walking or biking</i>	<ul style="list-style-type: none"><li><i>accessibility.</i></li></ul>	<u>Carolina</u>		
6	<i>through the entrances to the Carolina North</i>	<ul style="list-style-type: none"><li><i>A parking management strategy should be developed to meet the needs of the various users.</i></li></ul>	<u>North</u>		
7	<i>campus.</i>	<ul style="list-style-type: none"><li><i>Parking facilities should be located and designed to be safely and efficiently accessed, without</i></li></ul>	<u>employees</u>		
8	<i>A flourishing transit system and limited parking will</i>	<ul style="list-style-type: none"><li><i>interfering with traffic flows or creating pedestrian hazards.</i></li></ul>	<u>via park and</u>		
9	<i>support Carolina North as a transit-oriented</i>	<i>Phasing</i>	<u>ride and</u>		
10	<i>development. Encourage the use of public transit by</i>	<ul style="list-style-type: none"><li><i>Transportation improvements and policies should be phased in commensurate with campus needs,</i></li></ul>	<u>other transit</u>		
11	<i>limiting parking but provide minimum adequate retail</i>	<ul style="list-style-type: none"><li><i>travel demands, and the transportation system.</i></li></ul>	<u>options</u>		
12	<i>parking.</i>	<ul style="list-style-type: none"><li><i>Each phase of the transportation plan should function efficiently and safely as a self-contained</i></li></ul>			
13	Goal 1B: Carolina North will be a mixed-use	<ul style="list-style-type: none"><li><i>module, and be designed as a component of a final transportation and land use plan.</i></li></ul>			
14	development.	<i>Major Recommendations</i>			
15	<u>Strategies</u>	<i>General</i>			
16	a) <i>Create a mixture of affordable and market-</i>	<ul style="list-style-type: none"><li><i>Work with the Towns, the North Carolina Department of Transportation, and other agencies to</i></li></ul>			
17	<i>priced housing.</i>	<ul style="list-style-type: none"><li><i>develop a multimodal transportation plan and to obtain funding.</i></li></ul>			
18	b) <i>Establish retail businesses that address the</i>	<i>Pedestrian Movement</i>			
19	<i>needs of the people at and in the vicinity of</i>	<ul style="list-style-type: none"><li><i>Provide a rich network of pedestrian routes throughout the campus.</i></li></ul>			
20	<i>Carolina North, residents, students, faculty,</i>	<ul style="list-style-type: none"><li><i>Provide a street and pedestrian path network that provides multiple pedestrian routes and</i></li></ul>			
21	<i>employees and guests.</i>	<ul style="list-style-type: none"><li><i>provides convenient access to transit stops.</i></li></ul>			
22	c) <i>Design public recreation facilities to create</i>	<ul style="list-style-type: none"><li><i>Provide a network of pedestrian paths that connects all key activity centers.</i></li></ul>			
23	<i>a community focus.</i>	<ul style="list-style-type: none"><li><i>Design streets and pedestrian paths so that pedestrians are naturally channeled to safe locations</i></li></ul>			
24	d) <i>Concentrate buildings within a small</i>	<ul style="list-style-type: none"><li><i>for crossing streets.</i></li></ul>			
25	<i>footprint designed for walkability.</i>	<ul style="list-style-type: none"><li><i>Provide street furniture and landscaping to make walking more pleasant and comfortable.</i></li></ul>			
26	e) <i>Design Carolina North as a park-once</i>	<i>Bicycles</i>			
27	<i>environment for automobile users.</i>	<ul style="list-style-type: none"><li><i>Provide and design greenways, bike lanes and shared, low-speed streets that make cycling</i></li></ul>			
28	f) <i>De-emphasize auto use by establishing a</i>	<ul style="list-style-type: none"><li><i>convenient and safe.</i></li></ul>			
29	<i>smaller ratio of parking spaces to square</i>	<ul style="list-style-type: none"><li><i>Provide strong connections to public pedestrian and bike facilities surrounding the campus.</i></li></ul>			
30	<i>footage than that of the main campus.</i>	<ul style="list-style-type: none"><li><i>Provide bicycle amenities that encourage cycling in the design of open space, streets, and</i></li></ul>			
31	<i>Creation of a mixed-use development with the</i>	<ul style="list-style-type: none"><li><i>buildings (bicycle racks, bicycle lockers, showers in buildings, and streetscape and furniture,</i></li></ul>			
32	<i>opportunity to live, work, and shop in the same vicinity is</i>	<ul style="list-style-type: none"><li><i>signage, etc.).</i></li></ul>			
33	<i>a key Comprehensive Plan strategy.</i>	<i>Transit</i>			
34	Principle 2: Carolina North will comply with the Town’s	<ul style="list-style-type: none"><li><i>Provide frequent and fast transit connections to Main Campus (including the UNC Health Care</i></li></ul>			
35	Comprehensive Plan.	<ul style="list-style-type: none"><li><i>facilities), and Chapel Hill and Carrboro downtowns.</i></li></ul>			
36	Goal 2A: Conserve and protect the Town’s existing	<ul style="list-style-type: none"><li><i>Phase in transit service to meet the near-term passenger demands (beginning with improved and</i></li></ul>			
37	natural setting.	<ul style="list-style-type: none"><li><i>increased bus service along Airport Road, as proposed in the current draft update of the Durham-</i></li></ul>			
38	<u>Strategies</u>	<ul style="list-style-type: none"><li><i>Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) 2025 Long-Range</i></li></ul>			
39	a) <i>Protect environmentally sensitive areas</i>	<ul style="list-style-type: none"><li><i>Transportation Plan (LRTP)).</i></li></ul>			
40	<i>identified by the JJR study and establish a</i>	<ul style="list-style-type: none"><li><i>Study the longer-term feasibility of rapid transit in the railroad corridor (also proposed in the</i></li></ul>			
41	<i>percentage of the overall acreage that will</i>				

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1		<i>remain completely undeveloped in</i>	<i>DCHC MPO LRTP update), particularly bus rapid transit which may be more appropriate and</i>			
2		<i>perpetuity, perhaps under a land trust or</i>	<i>feasible than rail, and potentially Airport Road (refer to Appendix for description of transit</i>			
3		<i>permanent deed restrictions.</i>	<i>options).</i>			
4		b) <b>Endorse the University’s maximum</b>	<ul style="list-style-type: none"><li>• <i>Ensure that the railroad corridor is preserved for long-term transit use, including bus rapid</i></li></ul>			
5		<b>footprint of 25% of the Horace Williams</b>	<li>• <i>Work with other stakeholders, and local and regional transit agencies to enhance transit access,</i></li>			
6		<b>property and seek a firm commitment</b>	<li>• <i>including strong and extensive regional transit connections within Orange County and key points</i></li>			
7		<b>not to exceed that percentage.</b>	<li>• <i>in the Triangle region.</i></li>			
8		c) <i>Complete the bike and greenway system.</i>	<li>• <i>Design the campus so that all major locations are within a 1,200-foot walk of a transit stop.</i></li>			
9		<i>The implementation of these strategies will serve to</i>	<li>• <i>Partner with local and regional transit and transportation agencies to obtain federal, state, local</i></li>			
10		<i>protect and preserve open spaces and critical natural</i>	<li>• <i>and private funding for transit feasibility studies and implementation.</i></li>			
11		<i>areas as specified by the Town’s Comprehensive Plan.</i>	<i>Travel Demand Management</i>			
12		Goal 2B: Protect the surrounding neighborhoods.	<ul style="list-style-type: none"><li>• <i>Provide a mix of land uses that satisfies the typical daily needs of employees and residents on the</i></li></ul>			
13		<u>Strategies</u>	<li>• <i>campus.</i></li>			
14		a) <i>Protect adjoining neighborhoods through</i>	<li>• <i>Identify and quantify the results of acceptable trip reduction strategies (e.g., ridesharing, parking</i></li>			
15		<i>the use of buffers, noise and height</i>	<li>• <i>management, tax and financial incentives, telecommuting, staggered work hours).</i></li>			
16		<i>restrictions, building design, and vehicular</i>	<li>• <i>Develop a park-and-ride program for commuters to Carolina North to minimize peak period</i></li>			
17		<i>traffic control.</i>	<li>• <i>traffic to the campus.</i></li>			
18		b) <i>Implement use of traffic calming devices in</i>	<i>Parking</i>			
19		<i>a manner that protects surrounding</i>	<ul style="list-style-type: none"><li>• <i>Develop a parking management plan to ensure that parking is available and easily found for</i></li></ul>			
20		<i>neighborhoods.</i>	<li>• <i>those users identified as needing parking (e.g., real-time information directing visitors to</i></li>			
21		c) <i>Provide a process for perimeter</i>	<li>• <i>available spaces).</i></li>			
22		<i>neighborhoods to apply for restricted on-</i>	<li>• <i>Maximize the opportunities for the shared use of parking.</i></li>			
23		<i>street parking.</i>	<li>• <i>Provide on-street parking on the lower order (local) streets to enhance the pedestrian</i></li>			
24		<i>The Comprehensive Plan states that preservation of the</i>	<li>• <i>environment and provide short-term parking for visitors.</i></li>			
25		<i>physical and social fabric of Chapel Hill neighborhoods</i>	<li>• <i>Locate the access points of major parking facilities on lower order streets and away from major</i></li>			
26		<i>is key to maintaining the Town’s community character.</i>	<li>• <i>intersections.</i></li>			
27		<i>Principle 3: Retain existing zoning of OI-2 and rezone</i>	<i>Streets and Traffic</i>			
28		<i>balance of property OI-2. Engage University officials in</i>	<ul style="list-style-type: none"><li>• <i>Develop a street network that spreads traffic and provides multiple traffic and pedestrian routes.</i></li></ul>			
29		<i>dialogue about the regulatory approach to the Horace</i>	<li>• <i>Develop a hierarchy of streets so that the priority function of each street is defined and the street</i></li>			
30		<i>Williams tract at the early stages of planning for</i>	<li>• <i>is designed accordingly (particularly regarding traffic speeds and volumes).</i></li>			
31		<i>Carolina North.</i>	<li>• <i>Use traffic calming techniques to control traffic speed and improve pedestrian safety.</i></li>			
32		Goal 3: Ensure that the development of Carolina North	<li>• <i>Provide multiple connections to the surrounding road system.</i></li>			
33		abides by the Town’s Comprehensive Plan.	<li>• <i>To the extent possible, design streets to Town and NCDOT standards so that ownership may be</i></li>			
34		<u>Strategies</u>	<li>• <i>transferred for maintenance.</i></li>			
35		<i>This zoning shall include but not be limited to:</i>	<li>• <i>Work with the Towns, the North Carolina Department of Transportation, and other agencies to</i></li>			
36		a) <i>Delineate specific areas of Carolina North</i>	<li>• <i>identify feasible capacity improvements for roads used to access the campus.</i></li>			
37		<i>including 1) environmentally sensitive areas</i>	<li>• <i>Partner with local, regional and state transportation agencies to obtain and leverage federal,</i></li>			
38		<i>where development should be prohibited, 2)</i>	<li>• <i>state, local and private funding for street and roadway improvements.</i></li>			
39		<i>neighborhood and perimeter areas which</i>	<i>Phasing</i>			
40		<i>should be limited to low-impact</i>				
41		<i>development and, 3) core areas where the</i>				

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17

1		<i>denser mixed-use development should occur.</i>			
2					
3		<i>b) Establish permitted uses specific to the neighborhood and perimeter areas and to the areas for more intensive development.</i>			
4					
5		<i>c) Prohibit some uses in the neighborhood and perimeter areas that are allowed in the more densely developed areas.</i>			
6					
7		<i>d) For the identified more densely developable areas, implement a mixed-use concept, possibly adding an expedited review procedure. This mixed-use concept could be similar to that of the MU-V (Mixed Use – Village) zone.</i>			
8					
9		<i>e) Establish different processes for review, approval, and amendments of plans specific to each area in which development is permitted.</i>			
10					
11		<i>f) Require that modifications shall be individually specified and reviewed.</i>			
12					
13		<i>Any zoning district would protect the surrounding neighborhoods and the environment from the impact of Carolina North development while allowing growth necessary to the University.</i>			
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