

Comparison of the University's May 5, 2004 Presentation on Carolina North with Principles, Goals and Strategies for the Horace Williams Property (Carolina North)

Submitted to the Town Council by the Horace Williams Citizens Committee

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GENERAL PRINCIPLES

Principle 1: Carolina North shall adhere to the following basic sustainability principles as defined by the Sustainable Development Task Force in its October 1998 Report to the Chapel Hill Town Council: Create healthy living environments; protect, restore and maintain ecological integrity; conserve energy and natural resources, and use them efficiently; balance social, economic and environmental concerns in decision-making; promote equity, human dignity and social justice.

Principle 2: Development on the Horace Williams property shall benefit the University, the towns of Chapel Hill and Carrboro, Orange County, and the surrounding areas, as well as the state of North Carolina. The planning and execution of Carolina North shall be a model of cooperation for the mutual benefit of all stakeholders.

Principle 3: Both the Town and the University need to recognize that there could very well be a point when the cumulative impacts of University and Town growth on our natural resources and our public facilities are such that no amount of mitigation would be possible and still retain the charm of the Town and the quality of life which both the citizens of the Town and the State of North Carolina expect from Chapel Hill.

WORKING ASSUMPTIONS

Assumption 1: The University shall have a remediation plan and a funding mechanism in place so that remediation of all the waste sites, including the Chemical Waste Landfill, Sanitary Landfill, and Estes Drive Extension Landfill, will be addressed promptly and adequately.

Assumption 2: The Horace Williams Airport will be closed by January 1, 2005.

COMMENTS

Principle 1: UNC does not mention sustainability principles in the May 2004 “Carolina North Conceptual Draft Master Plan” (hereafter “Plan”) PowerPoint presentation.

Principle 2: UNC does not specifically identify the benefits of Carolina North.

Principle 3: UNC does not recognize such cumulative impacts in its Plan.

Assumption 1: UNC does not address the remediation, the adequacy of funding for remediation or the schedules for remediation of the wastes sites (Chemical Waste Landfill, Sanitary Landfill and the Estes Drive Extension Landfill) in its Plan.

Assumption 2: The General Assembly recently extended the closure date of the Horace Williams Airport indefinitely, rendering Assumption 2 incorrect. It’s not clear what UNC’s plan would be should the airport remain open indefinitely. This is a critical issue which may necessitate a completely new Plan.

DEVELOPMENT MANAGEMENT PRINCIPLES

Principle 1: Manage development of Carolina North to minimize impacts on neighborhoods and the environment.

Goal 1: Phase the development of Carolina North to ensure that transportation infrastructure, retail, recreation and civic facilities and housing will be provided concurrently with and in proportion to academic and research uses to minimize disruption to the surrounding neighborhoods and ensure the sustainability of the mixed-use area.

Strategies

- a) Build infrastructure (on-site and off-site) so that roads, transit, installation of utilities, and other construction will not be an ongoing disruption to the surrounding neighborhoods.

Goal 2: Adopt a master plan and establish a review system for Carolina North to ensure that development over the long term conforms with the Town's objectives.

Strategies

- a) Establish a standing Town/Gown advisory committee to monitor and report regularly to Town Council on the development and implementation of Town-approved plans for Carolina North.
- b) Establish a planning review process that will allow Council adequate time for input from the public and from Town staff on development plans and modifications of those plans.
- c) Actively enforce the LUMO (Land Use Management Ordinance), including requiring a Traffic Impact Analysis.
- d) Use Resource Conservation District principles and practices to guide development of the site.
- e) Require that any industrial use, including power plants, be subject to an individual Special Use Permit review by the Council.

COMMENTS

Principle 1: UNC's Plan does not specifically address minimizing impacts on neighborhoods and the environment. However, the Plan was revised to minimize impacts to the North Haven neighborhood via a residential buffer. In addition, the Plan states that Carolina North should be environmentally sensitive and include green space and stream buffers.

Goal 1: The Plan, while showing a generally phased development, does not provide sufficient detail to understand the impacts to the surrounding neighborhoods and the schedule for the infrastructure development.

Goal 2: The current Plan does not conform to the Town's objectives nor does it establish a planning review process or Town/Gown advisory committee.

Goal 3: Minimize environmental and community impacts of construction.

Strategies

- a) Adopt sedimentation and erosion control plans in consultation with the Town to control stormwater during construction with necessary temporary devices to ensure that water run-off will not adversely affect adjacent properties; Bolin Creek; Crow's Branch; Eastwood Lake; and Lake Ellen.
- b) Seek commitment from the University to strengthen erosion control and sedimentation inspections, such as funding for inspections positions as necessary to fully inspect and enforce applicable regulations at the Carolina North development.
- c) Protect specimen trees and natural areas as designated on plan during construction. Write protections into permits and construction specifications. Prohibit heavy equipment and parking within tree drip lines or critical root zones, whichever is greater, and in areas delineated on plan as undisturbed areas.
- d) Identify and mitigate localized flooding problems likely to occur during storm events.
- e) Ensure that at least two lanes of all Town roads are kept open for local traffic during peak traffic periods. Include Chapel Hill - Carrboro School System in agreement on hours of construction.
- f) Provide a plan to protect the safety of bicyclists, pedestrians, and motorists during construction.
- g) Roads damaged during construction shall be repaired promptly by developer and in accordance with Town standards.
- h) Provide safe pedestrian corridors when sidewalks are closed due to construction at Carolina North.

COMMENTS

Goal 3: The Plan notes that Carolina North should be environmentally sensitive and include green space and stream buffers. However, the Plan does not address specific strategies of minimizing the environmental and community impacts of construction, including the impacts of the transportation of construction workers.

**NEIGHBORHOOD / COMMUNITY
INTERFACE PRINCIPLES**

Principle 1: Planning for Carolina North shall address community needs for housing, schools, and other facilities.

Goal 1A: Create a diversity of housing levels, types and values that reflect the range of salaries at the University. Provide a minimum of 25% of housing units calculated based on the total daytime population (employees and students) at Carolina North; the 25% also needs to reflect the range of salaries.

Goal 1B: Provide housing on the site to address the shortage of student housing with the goal of one bed for every head.

Goal 1C: Provide adequate residential parking.

Goal 1D: Produce housing in an environmentally sound manner with respect to design, siting, materials, and resource use.

Goal 1E: Reserve school sites at Carolina North and secure financial commitment from the University to build schools needed to meet the additional demand for pre-kindergarten through high school as a result of the development.

COMMENTS

Principle 1: One school site is designated in the Plan.

Goal 1A: Insufficient information is in the Plan to evaluate.

Goal 1B: The lack of planned housing for undergraduates in the Plan is inconsistent with this goal.

Goal 1C: The Plan lacks sufficient information to evaluate the adequacy of residential parking.

Goal 1E: The University is working with the school system to secure a site but UNC's financial commitment for the building and future needs are unknown.

Goal 1F: Include civic uses in the built environment.

Strategies

- a) Evaluate and provide as necessary the facility needs of neighboring and Carolina North residents with respect to recreation, commerce, and civic uses such as fire and police stations, polling places, libraries, senior and civic meeting space.
- b) Encourage the formal integration of public art in the fabric of the built environment, extending traditional expectations of “building decoration” in order to define the spaces between the neighborhoods and the proposed buildings as well as aesthetic interpretations of how common space may be used.
- c) Require that all structures in the Carolina North development complex be built with fire sprinkler systems regardless of size or occupancy as part of a life safety and sustainable building plan, as is being done on the main campus.
- d) Address needs of older citizens and family caregivers at Carolina North.

Principle 2: Create a campus facility that is open, welcoming and part of the community fabric while at the same time respecting the privacy and integrity of adjoining neighborhoods.

Goal 2A: Integrate community concerns in the design of Carolina North.

Strategies

- a) Orient the development to Airport Road so that it is visible from the street, enhances access and creates an urban aesthetic. Place buildings closer to Airport Road than the 250-foot setback suggested in the Ayers Saint Gross plan.
- b) Buffer neighborhoods from Carolina North. Develop standards working with the Town and neighbors to protect neighborhoods from noise, light pollution, parking facilities and mechanical buildings and providing for protective buffers.

COMMENTS

Strategy a) The Plan provides for some “Common Uses” (100,000 gross square feet) but there is insufficient information to determine adequacy. In particular, recreational facilities are not addressed.

Strategy b) Not addressed in Plan.

Strategy c) Not addressed in Plan.

Strategy d) Not addressed in Plan.

Goal 2A: Plan is partially responsive to goal.

Strategy a) UNC plan is consistent with this strategy.

Strategy b) University increased CN buffer from North Haven. Plan satisfies LUMO but inadequate information regarding light pollution, mechanical buildings, and noise.

- c) Limit motor vehicle access to and from existing neighborhoods through roadway design and placement, and create non-motorized-only access such as walking routes or bikeways.
- 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.
- e) Prohibit direct automobile access from North Haven and Glen Heights to the tract but encourage and develop non-motorized access.
- f) Make the campus accessible to the existing public schools on High School Road and Seawell School Road.
- g) Encourage neighborhood scale retail at Carolina North.
- h) Ensure safe crossing of Airport Road for pedestrians and bicyclists.
- i) Modify Seawell School Road, Homestead Road and Estes Drive Extension to allow pedestrians and bicyclists to cross safely.

Goal 2B: Create a built environment with a sense of place and a feeling of permanence.

Strategies

- a) Place along Airport Road, especially at the intersection with Estes Drive Extension, buildings that architecturally enhance the entranceway to Carolina North.
- b) Develop distinguishable front facades that create a sense of orientation.
- c) Relate the scale and design of street level frontage to the planned pedestrian- scale activity at the street level.
- d) Coordinate building and architectural styles throughout the tract, using landscaping to create linkages throughout the site and to enhance connectivity.
- 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 aesthetic standards to the Town Council before any plans are finalized.

COMMENTS

Strategy c) Plan consistent for North Haven but inconsistent with strategy for all neighborhoods along proposed N/S and Weaver Dairy extension and others.

Strategy d) Plan inconsistent with strategy for all neighborhoods along proposed N/S and Weaver Dairy Extension and others.

Strategy e) May presentation is consistent with goal.

Strategy f) Plan is consistent with strategy.

Strategy g) Insufficient detail in plan to evaluate if plan consistent with strategy.

Strategy h) Not addressed.

Strategy i) Not addressed.

Strategy a) Not addressed.

Strategy b) Not addressed.

Strategy c) Not addressed.

Strategy d) Not addressed.

Strategy e) Not addressed. This is an important area to be clarified in the beginning of the planning stage.

- f) Consolidate utility corridors and bury power lines, both those on-site and those which bring energy to the site.
- g) Roads, to be accepted for Town maintenance, have to be designed and constructed to Town standards. There are special specifications for roads to be used as bus routes. To the extent feasible, bus routes should be identified in advance.

COMMENTS

Strategy f) Not addressed.

Strategy g) Not addressed. This is an important area to be clarified in the beginning of the planning stage.

FISCAL EQUITY PRINCIPLE

Principle 1: The University or State or Carolina North tenants shall bear the cost of Town services required by Carolina North so that Town residents do not subsidize those uses through their local taxes. The Carolina North development shall be either revenue positive or revenue neutral for the Town.

Goal 1: The Town shall establish a process at the outset to identify the costs and the revenues associated with Carolina North and receive appropriate support from the University for Town services and resources.

Strategies

- a) A process involving the Town and University should be established to develop a set of standards regarding natural resources and public facilities and our expected quality of life and then to monitor and evaluate the impacts of growth on those standards and look for alternatives for development when a saturation point has been reached.
- b) The Town recommends UNC to explain its financial model to the Town and to articulate how the project will serve the needs of North Carolina citizens and to explain the impacts on Chapel Hill citizens. The Town shall employ outside expertise to evaluate the financial model.
- c) A fiscal impact statement shall accompany every building or project at Carolina North. Any facility used for non-academic purposes should be subject to taxes or payment in lieu of taxes.
- d) The report produced jointly by the Town and University in 1999 on fiscal equity shall be revised in light of the proposed development.
- e) Establish a committee to develop the indicators and produce a report on fiscal equity. This committee shall be composed of citizens not affiliated with Town or University governance, though representatives of Town and University governance would serve as valuable resources to this group.
- f) The Town shall take the opportunity offered by the zoning approval process to advance the goals identified by the Town's Horace Williams Citizens' Committee.

COMMENTS

General Comments: We felt the Carolina North conceptual draft was not concrete enough to allow us to give any further recommendations. We also felt that we needed the information specified in our recommended principles, goals, and strategies to proceed with any further evaluation of the Carolina North plan.

We feel that the fiscal plan is as important as the physical plan. As a consequence, we strongly urge the Town to set up a structure to measure and evaluate fiscal impacts and take other actions recommended in this section prior to the development review process.

**WATER AND SEWER / STORMWATER
MANAGEMENT / AIR QUALITY
PRINCIPLES**

Principle 1: Assume a leadership position in sustainable water management and wastewater treatment and reuse.

Goal 1: Seek innovative solutions to minimize water demand and ensure adequate supply for the greater community as well as Carolina North.

Strategies

- a) Collaborate with Orange Water and Sewer Authority in water and sewer planning. Quantify and address the impact of Carolina North on water supply and water and wastewater treatment infrastructure as the development is phased in.
- 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.
- c) Apply water conservation principles to all facilities.
- d) Reuse treated wastewater.
- e) Landscape to minimize need for pesticides and fertilizers.

Principle 2: Ensure that development of Carolina North results in no net increase in stormwater discharge. 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.

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.

Strategies

- a) Use pervious pavement/sidewalks.
- b) Use vegetative roofs.
- c) Capture and reuse wastewater and stormwater.

COMMENTS

General Comments: We felt the Carolina North conceptual draft was not concrete enough to allow us to give any further recommendations. We also felt that we needed the information specified in our recommended principles, goals, and strategies to proceed with any further evaluation of the Carolina North plan.

The Town should ensure infrastructure improvements associated with the development are revenue neutral, and that the general rate base is not being called on to support the additional costs associated with the system-wide infrastructure.

Strategy a): The Plan does not address whether sewers would be placed within sensitive watersheds. We encourage the Town and OWASA to collaborate to address this concern.

COMMENTS

- d) Control sediment and erosion during development to ensure no off-site impacts. Install monitoring instruments on the waterways that exit the property.
- e) The University shall fund an erosion control and sedimentation inspection position with Orange County dedicated to Carolina North development. Under present law this function is carried out by the State for State projects. An improved level of inspection could be attained if the University would fund additional inspections staff.

Principle 3: Ensure that Carolina North has no negative impact on the air quality of Chapel Hill.

Goal 3: Ensure there is no net increase in greenhouse gases, nitrogen oxides and sulfur oxides. Particulate pollutants should be included in the evaluation of air pollution.

Strategies

- a) Use alternative energy sources; do not use coal and nuclear energy sources.
- b) Put ozone action strategies in place.
- c) Implement transportation demand management policies and encourage the use of public transit.
- d) Provide priority parking for Alternative Fuel Vehicles.
- e) Use low sulfur diesel construction and maintenance equipment and vehicles.
- f) Ensure that construction equipment conforms to city noise levels.
- g) Require the use of no or low VOC (Volatile Organic Compounds) paints, resins, coatings.
- h) Ensure that buildings are Leadership in Energy and Environmental Design (LEED) certifiable. In the long term, ensure that buildings achieve a minimum of silver certification.
- i) Apply sustainable green design principles.
- j) Electric power should be provided to the site in a way that is innocuous to the surrounding neighborhood and be fiscally neutral to Chapel Hill residents.

Principle 3: UNC has proposed 17,000 parking spaces which would significantly increase ozone formation and greenhouse gasses. The Chapel Hill/Durham/Raleigh Triangle area was designated as not meeting the 8 hour ozone standard (a nonattainment area) in a April 15, 2004 Federal Register notice. We recommend the Council work with UNC on a comprehensive transportation demand management plan which does not deteriorate air quality.

NATURAL AREAS / PARKS AND RECREATION FACILITIES PRINCIPLES

Principle 1: Preserve in perpetuity the maximum amount of open space possible with a goal of preserving 75% of the Horace Williams property as stated by the University.

Goal 1A: Protect water features and large areas of land.

Strategies

- a) Preserve large portions of the Horace Williams Property for open space in the form of conservation easements.
- b) Encourage construction on already cleared and graded land to preserve more of the existing natural area, while adhering to Neighborhood & Community Interface principles.

Goal 1B: Designate and protect areas that serve as passive recreation opportunities, as wildlife habitat, and as buffers along Bolin Creek and Crow Branch. Establish as much of the open space as possible as a contiguous area. Provide this “non-fractured” area to maintain wildlife, a sense of forest and green space. Protect as much of the natural environment as possible.

Strategies

- a) Roads shall be located so as not to subdivide large environmentally sensitive tracts.

Goal 1C: Build active recreation facilities within the developable area (25% of the Horace Williams property).

Principle 2: Develop and maintain a network of trails and greenways at Carolina North.

Goal 2A: Partner with Chapel Hill, Carrboro, Orange County and community groups to develop trails and greenways along the rail line, Bolin Creek and Crow Branch.

COMMENTS

General Comment: We felt the Carolina North conceptual draft was not concrete enough to allow us to give any further recommendations. We also felt that we needed the information specified in our recommended principles, goals, and strategies to proceed with any further evaluation of the Plan.

Strategy a) The Plan’s north/south road bisects the natural area which is inconsistent with this strategy.

Goal 2B: Develop trails along the creeks in a sensitive manner to protect the fragile ecology of the corridor.

Principle 3: Conduct and maintain an inventory of natural resources and use it as a guide for planning and development.

Goal 3A: Implement the recommendation of the Carolina North Infrastructure Report (May 2003) to permanently protect designated environmental assets as follows:

“Identify and delineate Carolina North’s most valuable environmental assets that merit permanent protection. These assets include critical habitat, hardwood forests, steep slopes, streams, perennial and intermittent tributaries, stream buffers ... and other riparian buffers. Preserve these assets by inviolable means, such as conservation easements or land trusts.

“Identify other environmental assets 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).” (P. 20)

Principle 4: Follow sustainable site design principles and goals.

Goal 4A: Endorse the following environmental principles and goals for conserving land and water resources specified in the 2/5/01 Town-Gown Committee Report:

a) Minimize disturbance.

- Disturb as little of the proposed site as possible.
- Work with the natural contours; avoid excessive earthmoving.
- Limit removal of existing natural vegetation.
- Avoid placing structures in floodplains and sensitive areas.
- Keep building and parking envelope as compact as possible.
- Maintain [or re-establish if needed] riparian buffer along stream [with additional allowance for wildlife corridors]

COMMENTS

Principle 3: The Morgan Creek/Little Creek watershed study identifies priority areas to be preserved.

Goal 3A: The Plan’s north/south road threatens the environmental assets described in the goal.

Goal 4A: The Plan’s north/south road fails to work with natural contours.

b) Maintain natural hydrologic cycle.

- Prevent net increase in volume runoff.
- Avoid unnecessary impervious surfaces—make pervious if possible.
- Maintain recharge of rainfall to groundwater.
- Provide retention beds to mitigate stormwater.
- Maintain infiltration for existing vegetation.
- Use “best management practices” such as porous pavement.
- Collect rainwater for plant and garden watering.

c) Maintain water quality.

- Use native species and omit future chemical site maintenance. [Landscape to minimize need for pesticides and fertilizers.]
- Limit artificial areas such as maintained lawns.
- Avoid discharge of wastewater to creeks and ponds.
- Avoid earthwork which creates erosion and sediment problems.
- Maintain native vegetation.
- Use low maintenance, water quality Best Management Practices (BMP).

COMMENTS

The north/south road may increase the volume runoff in an environmentally sensitive area.

TRANSPORTATION AND LAND USE PRINCIPLES

Principle 1: Carolina North will create minimal impact on traffic and will promote commuter safety. The Transportation Plan will be developed around a transit system including use of Chapel Hill Transit rather than single occupancy motor vehicles.

Goal 1A: Carolina North will be designed and built as a pedestrian-, bicycle-, and transit-oriented development from the outset.

Strategies

- a) Any new transportation infrastructure other than new roads should be built early in the development process to anticipate transportation demand and to maximize and establish early use of alternatives to automobiles.

- b) Strictly limit parking (for example 1 space for every 3 employees and/or a specified cap), and develop different parking limits for retail, residential, and institutional uses for this site. Ensure that Carolina North does not become a park-and-ride lot for the main campus.

COMMENTS

General Comment: The University administration has provided insufficient information about the uses for Carolina North, the types of tenants who will be there, and about their transportation needs.

Goal 1A) The Plan is insufficient in details to make other than general comments. We do note, however, that the Plan is an automobile-oriented design rather than a transit-oriented development. The Plan fails to take advantage of a major opportunity in Chapel Hill to start fresh with urban design that does not support and worsen automobile dependency. The direction of the Plan needs to be drastically changed to a transit-oriented rather than the clearly automobile-oriented plan presented.

Strategy a) The proposed Homestead Road connection is contrary to not only the Transportation section, but the neighborhood and environmental sections as well. We strongly oppose having this connection in the plan.

Strategy b): The Plan does not conform to the strategy.

COMMENTS

- c) Types of parking suggested include pervious pavement and parking structures under buildings in order to minimize impervious surfaces.
- d) Park and ride lots using pervious pavement shall be established to the north, south, east and west of Chapel Hill and Carrboro to provide the bulk of the parking for non-residential Carolina North traffic. UNC shall bear their proportionate share of costs of building and maintaining park and ride lots.
- e) Establish enhanced bus service on Airport Road.
- f) Call for continued detailed technical study of options for a fixed-guideway transit corridor as an effective alternative to automobile use. Any fixed guideway transit corridor and technology shall protect neighborhoods.
- g) Support Triangle Transit Authority's efforts to develop regional mass transit serving Carolina North and ties into Chapel Hill Transit routes.
- h) Concentrate uses in such a way as to support the 2025 DCHC (Durham/Chapel Hill/Carrboro Metropolitan Planning Organization) Transportation Plan.
- i) Require off-site road sidewalk and bikeway improvements (not to include road widening) from Carolina North along Airport Road north to I-40 and south to US 15-501 and all other perimeter roads to the tract.
- j) Sidewalks, natural paths and/or bikeways shall serve all buildings and be conducive to walking and biking.
- k) Create direct routes for walking or biking through the entrances to the Carolina North campus.

A flourishing transit system and limited parking will support Carolina North as a transit-oriented development. Encourage the use of public transit by limiting parking but provide minimum adequate retail parking.

Goal 1B: Carolina North will be a mixed-use development.

Strategies

- a) Create a mixture of affordable and market-priced housing.

- b) Establish retail businesses that address the needs of the people at and in the vicinity of Carolina North, residents, students, faculty, employees and guests.
- c) Design public recreation facilities to create a community focus.
- d) Concentrate buildings within a small footprint designed for walkability.
- e) Design Carolina North as a park-once environment for automobile users.
- f) De-emphasize auto use by establishing a smaller ratio of parking spaces to square footage than that of the main campus.

Creation of a mixed-use development with the opportunity to live, work, and shop in the same vicinity is a key Comprehensive Plan strategy.

Principle 2: Carolina North will comply with the Town's Comprehensive Plan.

Goal 2A: Conserve and protect the Town's existing natural setting.

Strategies

- a) Protect environmentally sensitive areas identified by the JJR study and establish a percentage of the overall acreage that will remain completely undeveloped in perpetuity, perhaps under a land trust or permanent deed restrictions.
- b) Endorse the University's maximum footprint of 25% of the Horace Williams property and seek a firm commitment not to exceed that percentage.
- c) Complete the bike and greenway system.

The implementation of these strategies will serve to protect and preserve open spaces and critical natural areas as specified by the Town's Comprehensive Plan.

Goal 2B: Protect the surrounding neighborhoods.

Strategies

- a) Protect adjoining neighborhoods through the use of buffers, noise and height restrictions, building design, and vehicular traffic control.
- b) Implement use of traffic calming devices in a manner that protects surrounding neighborhoods.

COMMENTS

Strategy e): The widely dispersed parking facilities would thwart this objective.

Strategy f): Under the Plan, Carolina North's parking ratio is roughly double that of the main campus. Carolina North's parking ratio should be less than that of the main campus throughout all project phases.

COMMENTS

- c) Provide a process for perimeter neighborhoods to apply for restricted on-street parking.

The Comprehensive Plan states that preservation of the physical and social fabric of Chapel Hill neighborhoods is key to maintaining the Town's community character.

Principle 3: Retain existing zoning of OI-2 and rezone balance of property OI-2. Engage University officials in dialogue about the regulatory approach to the Horace Williams tract at the early stages of planning for Carolina North.

Goal 3: Ensure that the development of Carolina North abides by the Town's Comprehensive Plan.

Strategies

This zoning shall include but not be limited to:

- a) Delineate specific areas of Carolina North including 1) environmentally sensitive areas where development should be prohibited, 2) neighborhood and perimeter areas which should be limited to low-impact development and, 3) core areas where the denser mixed-use development should occur.
- b) Establish permitted uses specific to the neighborhood and perimeter areas and to the areas for more intensive development.
- c) Prohibit some uses in the neighborhood and perimeter areas that are allowed in the more densely developed areas.
- 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.
- e) Establish different processes for review, approval, and amendments of plans specific to each area in which development is permitted.
- f) Require that modifications shall be individually specified and reviewed.

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.