

**Town Gown Meeting  
August 15, 2003**

**AGENDA**

- |             |      |   |
|-------------|------|---|
| 10:00-10:10 | I.   | Opening Remarks<br>Mayor Foy<br>Chairman Williams                                     |
| 10:10-10:45 | II.  | Overview of Jackson Circle Deck<br>Bruce Runberg<br>Carolyn Elfland<br>George Alexiou |
| 10:45-11:15 | III. | Discussion of Jackson Circle Deck<br>Committee  |
| 11:15-11:25 | IV.  | Possible Mitigations for Cobb Chiller Deck<br>Carolyn Elfland                         |
| 11:25-11:40 | V.   | Discussion of Cobb Chiller Deck<br>Committee  |
| 11:40-11:55 | VI.  | Citizen Comment   |
| Noon        | VII. | Adjourn   |

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Cobb Deck Spaces

	Original DP Mod	Prior Revision	Minimum Acceptable
Deck Spaces	600	522	462
Surface Spaces	41	26	38
Total	641	548	500

## **Cobb Chiller Plant - Impact on the Cemetery**

The town staff and members of the town council have expressed concern about the Cobb Chiller and its potential impact on the adjacent cemetery. The primary concerns are the noise generated by the plant and the discharge from the cooling tower. The purpose of this document is to address these concerns.

### **Sound**

Reducing the perceived effect of sound is a very difficult problem. To reduce a sound level by 3 dBA you must eliminate 50% of the sound. To achieve a reduction of 5 dBA you must eliminate 66% of the sound and a reduction of 6 dBA requires that 75% of the sound is eliminated. The UNC Greensboro chiller plant was designed to meet a noise standard of 60dBA night, 65dBA day. The Chapel Hill Noise Ordinance standard is 55dBA night, 60dBA day. Thus, the University's chiller will eliminate 66% of the sound of the UNC Greensboro plant.

Based on the acoustical analysis done so far and the preliminary data provided by cooling tower and fan manufacturers, the design engineer and the acoustical consultant are confident that this tower will meet the town ordinance that applies to the cemetery. This will require several expensive design features that are not typical for a standard cooling tower, including the use of high efficiency low speed fans, motor enclosures, tower barrier walls, solid walls opposite air inlets to tower, and tower inlet silencers. Additional features also will be evaluated and implemented if needed.

Testing will be performed after the tower is completed to verify that the noise ordinance is met. The testing will be done with all cells water flowing at full load conditions and with fans operating at full speed. To verify the sound level, measurements will be taken 4' to 6' above the ground at three locations.

### **Tower Discharge**

The cooling tower water contains small amounts of chemicals that are required to control biological growth, and to minimize scaling and corrosion in pipe and heat exchangers in the chillers. The water also has higher levels of naturally occurring minerals due to the evaporation that occurs during the process. Concerns have been expressed that this water may have a negative impact on the vegetation or tombstones in the cemetery. The water leaves the cooling tower in two forms, distilled water vapor and droplets of water known as drift.

A cooling tower dissipates heat to the atmosphere through the evaporation of water. The heat is gathered from the air conditioning systems in campus buildings and is transferred to the cooling tower water by a refrigeration device called a chiller. The warm water is pumped to the top of the cooling tower where it passes through a distribution system and is sprayed over a specially designed plastic material called fill. The water forms a thin layer on the surface of the fill as it falls to the bottom of the tower at the same time as a fan draws air up through

the fill. Heat is dissipated as the water evaporates. The cool water from the cooling tower is then pumped back to the chiller to complete the cycle.

The air filled with water vapor is discharged from the top of the tower by the fan. Under some meteorological conditions, the water vapor is seen as fog, called a plume. The plume dissipates as air absorbs the water vapor so this water never reaches the ground. The plume is essentially distilled water vapor and does not contain chemicals or minerals.

Drift is small droplets of water carried out of the tower by the velocity of the air drawn through the tower. These droplets are much heavier than water vapor and quickly fall to the ground; they are not absorbed into the air. These droplets contain the same chemicals and minerals as the water in the cooling tower. Devices called drift eliminators are used to reduce the amount of water lost to drift. Standard eliminators limit drift to .005% of circulating flow rate. The Cobb chiller will have high efficiency drift eliminators that hold the drift to .003%.

The distance the water droplets carry from the tower is directly related to the velocity of the air leaving the tower. The tower will use low speed fans which at full speed run between 70 and 150 rpm. The air will leave the tower at much lower velocity than with standard tower fans, which at full speed run between 220 and 300 rpm. Most of the drift will fall to the roof of the chiller plant inside the barrier wall. A small amount may fall to the ground in the area directly adjacent to the chiller plant, but none will reach the cemetery. The University has not experienced drift problems in its older chiller plants, such as the North chiller plant that is located in the Bell Tower parking lot. There is no problem with drift reaching the cars in the parking lot, where the closest parking stall is only 25 feet from the center of the nearest cooling tower cell. At the Cobb chiller, there will be 111 feet from the cemetery property line to the center of the nearest cooling tower cell.

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**Parking for Chapel Hill Cemetery  
Adjacent to South Road**

**Funeral Parking**

Upon request the University will reserve funeral attendee parking at the following locations. Arrangements may be made by contacting the UNC-CH Department of Public Safety Special Events Coordinator, Scott Berrier, at 962-4424.

- Metered Spaces Next to the Jackson Deck
- South Road Metered Spaces
- Highway 54 Lot

The Town of Chapel Hill provides access to the paved drives inside of the cemetery to funeral home vehicles.

**Graveside Visitation Parking for Occasions Other Than Funerals**

Public parking will be available at the following locations:

- Meters next to <sup>Gobb</sup>~~Jackson~~ Deck
- South Road Meters
- Country Club Meters
- Highway 54 Visitors Lot

**The University's Proposed Compromise**  
**August 18, 2003**

Context: As allowed in the current development plan, which was approved by the Council in October 2001, the University retains the right to construct a total of 1,550 additional parking spaces on main campus during the development plan period.

- The University agrees to move the deck and chiller back so that we will double the landscaped buffer. This will provide a 20-foot landscaped buffer between the road and the cemetery.
- We will reduce the number of spaces in the deck so that the result is only 129 new parking spaces in the Cobb lot – and only a 3 percent increase in traffic along Country Club Road.
- The University agrees to make \$500,000 to \$1 million of traffic, bicycle and pedestrian improvements to the road system in the Cobb/Country Club area. (The traffic analysis does not show that this degree of mitigation is necessary.)
- We will meet the noise ordinance, which is 66 percent lower than the criteria for the chiller and deck you saw in Greensboro and which is below the current ambient noise level in the cemetery in the evening.
- The University also is prepared to agree with the Town to move forward on the current South Columbia improvements with the understanding that in five years, the Town and the University would jointly study South Columbia again in the context of other southern accesses to campus. We would also be willing to revise the development plan modification to include this.
- We offer all of this as a single package, conditional upon approval of the entire modification.

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# Jackson Circle Deck

Why Here?

## Why Not at Manning

- Transportation strategy
  - Reduce the percentage of on-campus parking
  - On-campus parking for those employees who must park close to work locations
- Strategy is working
  - 554 employees gave up parking permits in 2002-2003

## Why Not at Manning

- Existing surface lot at future Manning Deck site not sold out, has empty spaces
- Manning Deck location is wrong
  - Employees who need proximate parking won't use it – requires riding bus
  - Employees who can park and ride won't use it – parking is not free



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## Why Not Park Free at Manning Site

- Financial model does not support free parking in decks
  - Surface parking space construction costs are only about 10% of deck space costs
  - Surface parking maintenance costs are about 10% of deck space costs
  - Permit revenue is needed to amortize structured parking debt and maintain the facilities





## Why Not Park Free at Manning Site

- Parking revenue supports fare-free transit and park-and-ride lots
  - Cannot pay for fare-free transit if insufficient on-campus parking to produce revenue
  - 21% of parking revenue supports fare-free transit
  - 48% of the funds used to pay Chapel Hill Transit comes from parking revenues
  - 100% of funds used to construct and maintain park-and-ride lots comes from parking revenues

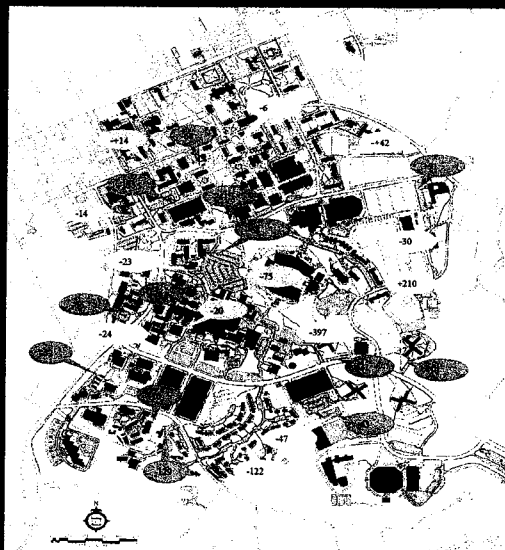
## Why the Jackson Circle Location

- Compensates for proximate parking losses in UNC Hospitals and Health Affairs Complex area
- Links directly into the existing pedestrian bridge network across Manning Drive
- Site identified on campus master plan

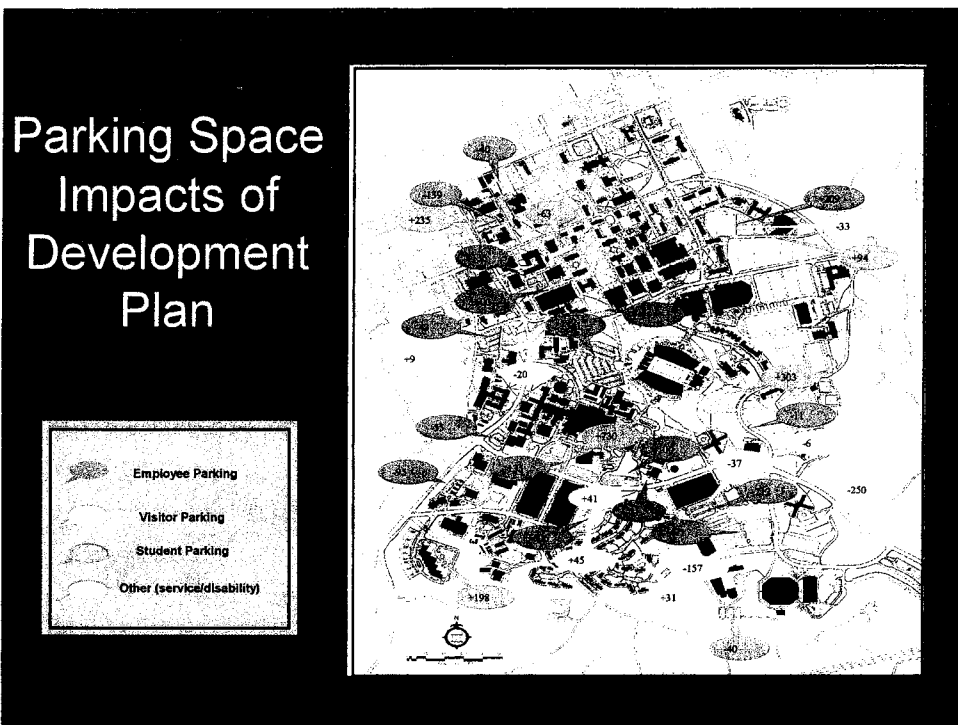
## Parking Changes to Date

Development Plan	Other Construction
 Permanent	 Permanent
 Temporary	 Temporary

Permanent Permit Losses	
Dev Plan	400
Other	227
Total	627
Temporary Permit Losses	
Dev Plan	391
Other	99
Total	490



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### Location Identified During Master Plan

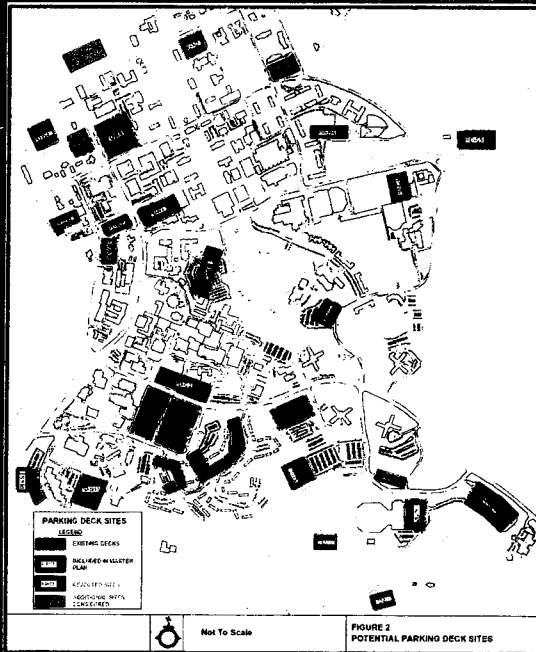
- Deck locations evaluated during Campus Master Plan process
- Campus divided into 4 regions
  - South of Manning Drive
  - Between South Road and Manning Drive
  - North of South Road, east of Columbia Street
  - North of South Road, west of Columbia Street
- 22 sites evaluated

# Deck Sites Evaluated

**PARKING DECK SITES**

LEGEND

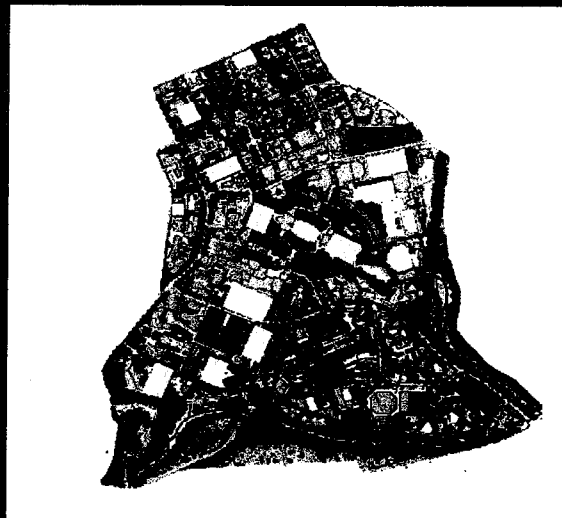
- EXISTING DECKS
- PD-01 INCLUDED IN MASTER PLAN
- PD-02 REJECTED SITES
- ADDITIONAL SITES CONSIDERED



# Selected Sites

Existing and Future Parking Decks

- Future Parking Structures Below Ground or Below Buildings



## Site

- Our Development Plan Modification request is for a parking deck on this site, rather than structured parking below buildings.
- Our proposal leaves space in front of the deck for a building, so ultimately the deck will not be visible from Manning Drive.

## Why Now?

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## Need to Phase Losses

- Must be in operation before loss of Bell Tower surface lot to construction of the Bell Tower Deck and science buildings.
- 83% of Bell Tower surface lot permits go to Health Care System

## Who Will Park In the Jackson Circle Deck

- 700 employee spaces
- 100 graduate student spaces

Traffic and Transit

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Street Network

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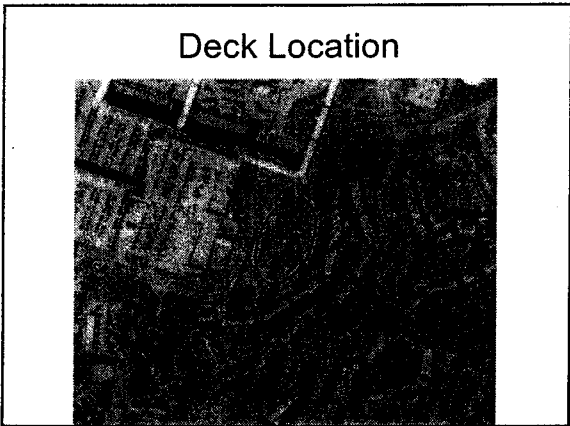
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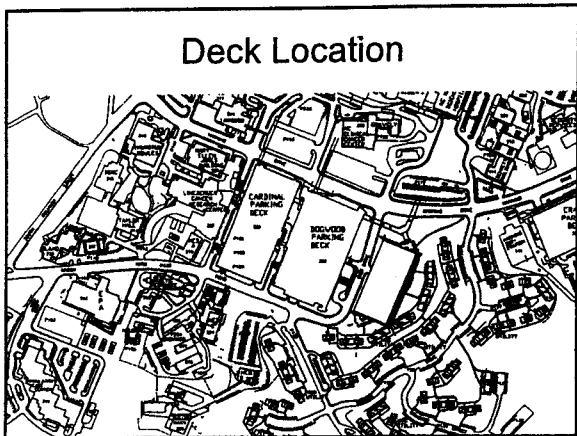
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### Deck Location



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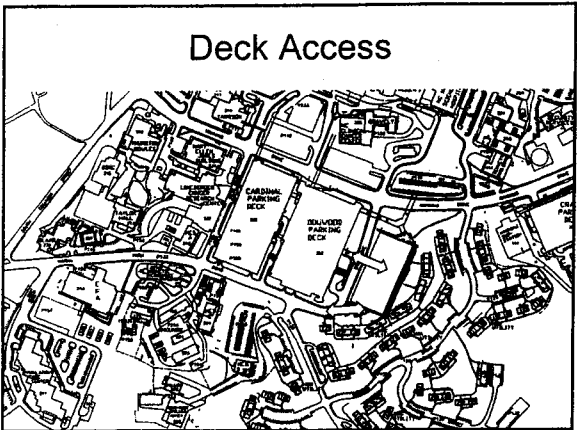
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### Deck Access



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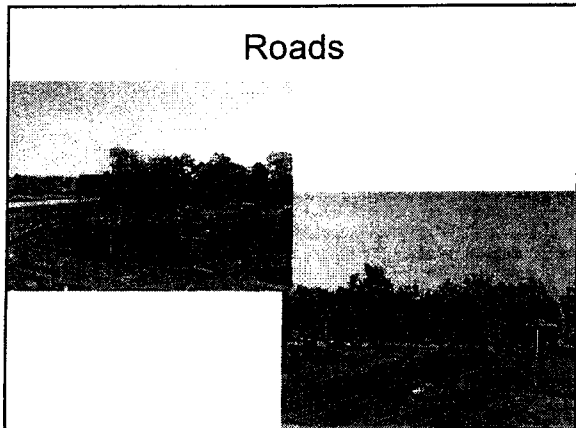
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### Roads



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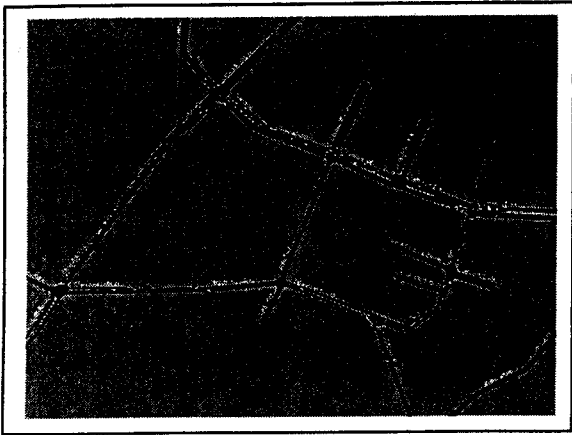
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### Intersection Impacts

- Typical measures:
  - Level-of Service (LOS)
  - Delays:
    - Intersection
    - Individual approaches
- All signals optimized for future conditions

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### Intersection LOS

Level-of-Service	Description	Signalized-Intersections	Unsignalized-Intersections
A	Little or no delay	<= 10 sec.	<= 10 sec.
B	Short traffic delay	10-20 sec.	10-15 sec.
C	Average traffic delay	20-35 sec.	15-25 sec.
D	Long traffic delay	35-55 sec.	25-35 sec.
E	Very long traffic delay	55-80 sec.	35-50 sec.
F	Unacceptable delay	> 80 sec.	> 50 sec.

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### 1. Manning Dr./East Dr. LOS and Average Delays

	AM	PM
2003	B 12.9 secs	B 16.8 secs
2010 - without Development Plan	B 13.4 secs	C 23.0 secs
2010 - with Development Plan	C 29.6 secs	C 24.3 secs

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### 2. Manning Dr./Columbia St. LOS and Average Delays

	AM	PM
2003	B 14.2 secs	C 27.8 secs
2010 - without Development Plan	C 22.1 secs	C 24.1 secs
2010 - with Development Plan	C 26.9 secs	D 42.3 secs

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### 3. Mason Farm Rd./East Dr. LOS and Average Delays

	AM	PM
2003	B 10.4 secs	C 16.1 secs
2010 - without Development Plan	B 11.0 secs	C 19.4 secs
2010 - with Development Plan	D 32.3 secs	D 33.0 secs

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#### 4. Mason Farm Rd./Columbia St. LOS and Average Delays

	AM	PM
2003	B 19.6 secs	E 59.6 secs
2010 - without Development Plan	C 27.6 secs	F 87.4 secs
2010 - with Development Plan	C 32.6 secs	F 170.6 secs

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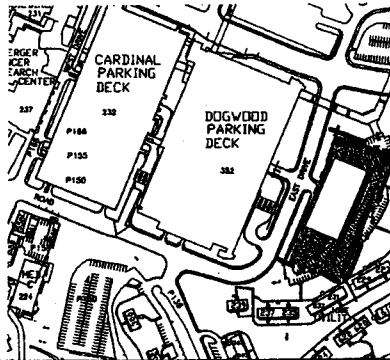
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#### Mitigation

- Use existing Mason Farm Road exit between Cardinal and Dogwood decks
- New south access road in longer term



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#### Revised Southwest Precinct Plan



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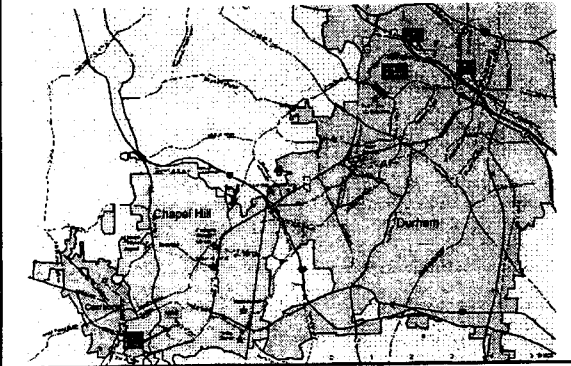
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### US 15-501 Transit Corridor



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### NC 54/I-40 Corridor



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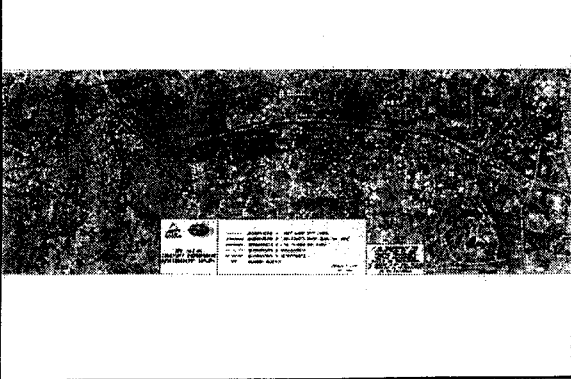
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### NC 54/I-40 Corridor



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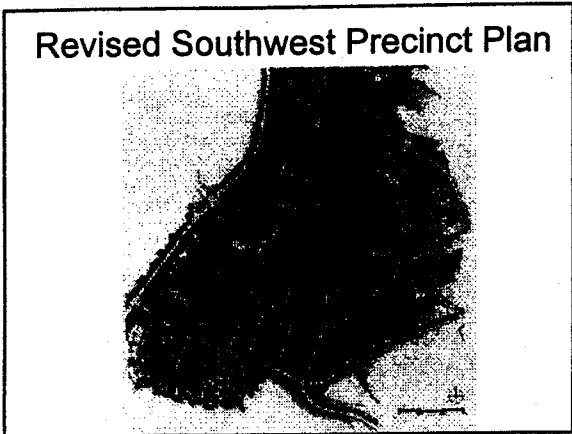
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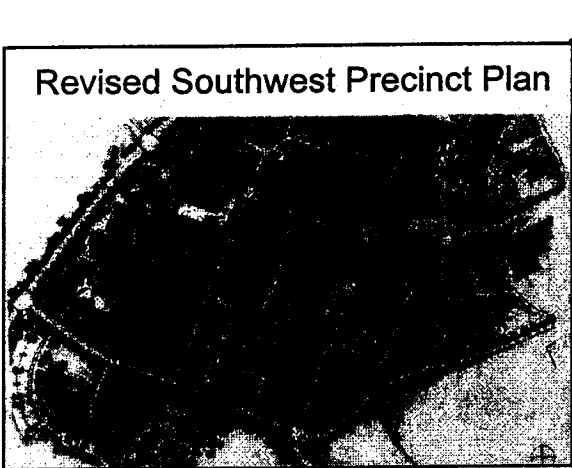
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**Summary**

- Primary traffic impact is at Mason Farm Road/South Columbia Street
- In longer term south access road will provide additional access route
- Deck tied into extensive pedestrian overpass system
- Transit corridor preserved

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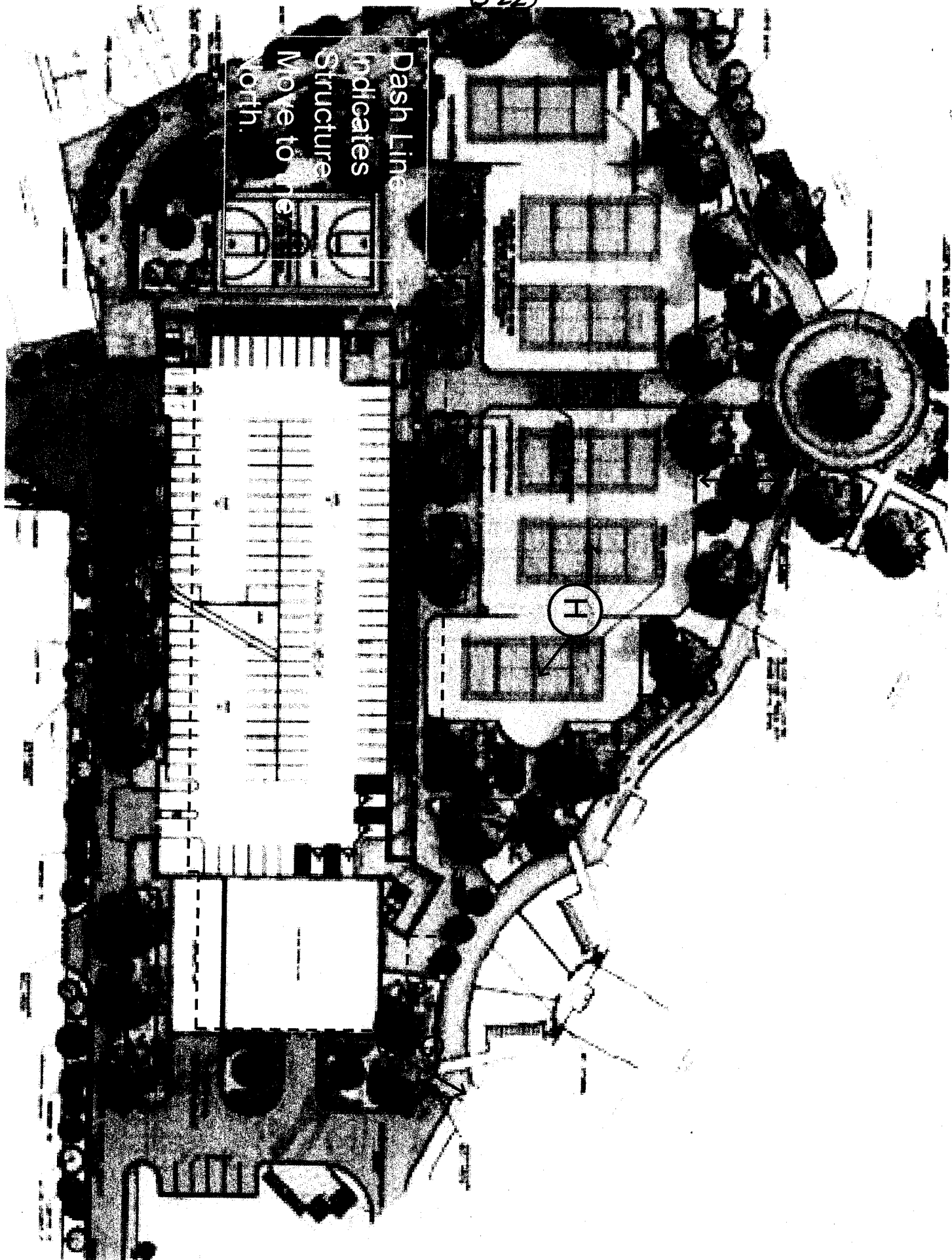
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Dash Line  
Indicates  
Structure  
Move to  
North.



**SUMMARY OF A JOINT TOWN-UNIVERSITY  
MEETING ON UNC DEVELOPMENT PLANS  
FRIDAY, AUGUST 15, 2003 AT 10:00 A.M.  
CHAPEL HILL TOWN HALL**

Mayor Kevin Foy and UNC Board of Trustees Chair Richard "Stick" Williams called the meeting to order at 10:00 a.m.

Town of Chapel Hill Committee members were Mayor Kevin Foy, Council Member Bill Strom, and Council Member Edith Wiggins. Staff members seated at the table were Town Manager Cal Horton and Town Attorney Ralph Karpinos. Other Council Members present were Mayor pro tem Pat Evans and Council Member Jim Ward. Other Town staff present were Planning Director Roger Waldon, Engineering Director George Small, Traffic Engineer Kumar Neppalli, and Transportation Analyst Bill Stockard.

University Committee members were Board of Trustees Chair Richard Williams, Board of Trustees Member Roger Perry, and Vice Chancellor for Finance and Administration Nancy Sutfenfield. Other University staff present were Associate Vice Chancellor for Campus Services Carolyn Elfland, Associate Vice Chancellor for Facilities Planning and Construction Bruce Runberg, Chilled Water Services Manager Gary Tompkins, Director of Energy Services Ray DuBose, Special Assistant to the Chancellor for Local Relations Jonathan Howes, Coordinator of Local Relations Linda Convissor, and Director of Facilities Planning Anna Wu. Members of the University design team present were: George Alexiou of Martin/Alexiou/Bryson, PLLC, Brad Petterson and Jerry Schuett of Affiliated Engineers, Inc., and Rick Warren of Carter/Burgess.

• **Overview of Jackson Circle Deck**

Mr. Runberg displayed slides of the proposed 800-vehicle Jackson Circle Deck's location on UNC's Master Plan. He briefly discussed elements of the Deck that had been in the Master Plan.

Ms. Elfland noted that she had reviewed the University's transportation strategy at a previous meeting, and had also explained how UNC's Deck requests were consistent with their strategy to reduce but not eliminate parking on campus. Ms. Elfland stated that she had reviewed the Cobb Deck in detail and would present similar information regarding the Jackson Circle Deck. She said that she would address in particular why UNC wanted a deck in this location and why they want it now.

Ms. Elfland reviewed the reasons why UNC did not think the Manning Deck was an appropriate location for more on-campus parking. Council Member Bill Strom determined from Ms. Elfland that 48% of UNC's contribution to Chapel Hill Transit comes from its parking revenue. He verified that this was the current situation and did not include the Manning, Cobb or Jackson Circle Decks.

Ms. Elfland explained that the Jackson Circle Deck would compensate for lost parking near UNC Hospitals and the Health Affairs Complex. She stated that current and projected losses there would be 616 spaces. So the Jackson Circle Deck, with its 800 spaces (700 for employees

and 100 for graduate students), would add only 184 spaces to the area, she said. Ms. Elfland added that those 184 spaces really would compensate for Smith Center spaces being converted to student housing.

Ms. Elfland pointed out that the Jackson Circle location links directly to the pedestrian bridge network across Manning Drive. This would help UNC reach its goal of improving pedestrian safety, she said. She explained that the Jackson Circle lot had been indicated on both the Master Plan and the Development Plan that had been approved by the Town Council. The modification request is for a deck rather than structured parking below buildings, she said.

Ms. Elfland explained that UNC wanted to separate parking from buildings because they need parking now due to the temporary loss of 604 spaces that will occur when the Bell Tower lot closes during construction. But the University does not need to construct the buildings right now, she said.

Mr. Perry asked if it was fair to assume that the University would have significantly less funding for public transportation and park and ride lots if the proposed decks were not built. Ms. Elfland replied that this was correct.

Mayor Foy pointed out that one way to increase use of the transportation system was to limit parking on campus. He then asked how parking at the Manning and Jackson Circle areas would differ once the Bell Tower lot had been eliminated. Ms. Elfland replied that the Bell Tower lot and the Jackson Circle site were close to UNC Healthcare, whereas the Manning site was not. The Bell Tower would eventually have a parking deck, she said, but added that people need a nearby place to park in the interim. Ms. Elfland stated that there would be only 100 additional parking spaces for employees in the entire plan. She explained that 1400 of the 1500 additional spaces would be for patients and visitors. There will be only 54% parking for employees, she said, noting that this represents a one-third reduction in the amount of available employee parking.

Mayor Foy remarked that the Manning Deck fits into UNC's future financial model based on an assumption that there will not be other parking available. He asked why those who now park at the Bell Tower would not eventually park at the Manning Deck. Ms. Elfland replied that a large percentage of them probably would go to work for Duke Hospital. She said that there were several ways in which not having proximate parking makes UNC less competitive. Ms. Elfland repeated that UNC planned to reduce the amount of on-campus parking for employees from 72% to 54%. But the University is not going to eliminate it completely, she said.

Council Member Strom commented that "financial models are just financial models." They have to be adjusted at times to meet objectives, he said, adding that UNC's financial model might not be the correct one for addressing its needs for retention and inducements for employees to serve the State. Maybe the model ought to be adjusted so that the University builds the Manning Deck and "bites the bullet" for a while, he said. Mr. Williams replied that the Board of Trustees had put a lot of time and effort into trying to make mass transit in such a small area work. He noted, though, that UNC must have a certain amount of parking available to employees so that it is attractive enough that they will invest in it. Mr. Williams commented that making changes to the



model might sound logical, but asked Committee members to understand that there are a lot of "dominoes" involved that are dependent on others. Trustees are willing to make changes here and there, he said, but they will not agree to too many changes.

Mr. Perry added that the more than \$1 billion for the campus plan consisted of capital expenditures, not operating expenditures. This money comes from bond funds and from revenues that pay off bonds that pay for these improvements, he said. Mr. Perry pointed out that those revenues are not generated unless improvements and buildings and revenue sources are built. It is not like a pot of money that can be moved from one side to another, he said. "It's a pot that's not there unless you build the improvements and facilities."

Council Member Strom stated that he understood that UNC has a model that works. But the Town is seeing it as a very ambitious plan, he said. Council Member Strom pointed out that the Town had provided zoning and had approved the Development Plan in order to allow UNC to reach its goal. "But it is difficult to accept at face value that there is no way to adjust the construction plan during this intense period so that it has less impact on the Town," he said. Mr. Williams replied that he viewed UNC as having taken its model to the limit as far as modifying its plan was concerned. He could not return to the Board of Trustees with something that would destroy the model, he said.

Ms. Sutfenfield stressed that what UNC was proposing was an adjustment. They had not changed or increased parking beyond what had been approved, she said, but had merely substituted two decks for the Manning Deck. Council Member Strom replied that he understood that, but pointed out that this adjustment would have a different impact on the community. If this were a simple shift of non-perimeter areas that did not have impacts on neighborhoods, he said, then there would be nothing to talk about. Council Member Strom suggested that the financial model might have to be adjusted for a period of time and that an additional investment might be required. UNC might consider a temporary change in the financial model, he said, and meet its goal while also helping the community to meet its goal.

Mayor Foy determined from Ms. Elfland that there were about 150 spaces currently at the Jackson Circle lot and that the parking fee would be increased when a deck is there. Ms. Sutfenfield noted that deck fees are generally higher than surface lots because the University has to recover the cost of constructing them.

Mr. Horton asked whether individuals paid the fees for on-campus spaces and decks or whether some of those costs were assessed to departmental or institutional budgets. Ms. Elfland replied that individual employees pay for the majority of parking spaces. She said that departments contribute a negligible amount toward spaces for about 700 State vehicles. Ms. Elfland repeated her argument that employees did not want to park at the Manning Deck and stressed that not having parking close to where individuals work leads to retention problems. Mr. Horton verified that revenue for spaces at the Jackson Circle Deck would come almost totally from individuals.

Council Member Wiggins asked if part of UNC's presentation today would address impacts to the neighborhood from the Jackson Circle Deck. George Alexiou of Martin/Alexiou/Bryson, PLLC, replied that he was about to address that. First, however, Mr. Alexiou remarked that

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UNC trustees would not have proposed the Master Plan that they did if they had known that parking would be reduced at some later point. Council Member Strom commented that no one was suggesting reducing parking. The concern was over the Deck location's impact on the Town, he said. Council Member Strom stressed that the current meeting was being held because UNC had requested a change in the Development Plan.

Mr. Alexiou discussed points of access to the proposed deck and traffic patterns. He addressed the impacts of intersections, levels of service, and average delays for Manning Drive/East Drive, Manning Drive/Columbia Street, Mason Farm/East Drive, and Mason Farm Road/Columbia Street. The Mason Farm Road/Columbia Street intersection is the worst, Mr. Alexiou pointed out. He explained that it would drop to a level "F" of service even without the Development Plan, and would worsen with the Jackson Circle Deck.

Mayor Foy clarified that figures being shown were for the modified Development Plan that included requested changes. He noted that morning traffic seemed okay and asked what made it so much worse in the evening since Healthcare employees' schedules do not typically coincide with rush hours. Mr. Alexiou replied that many were administrative employees and that the numbers were projections based on current conditions.

Mr. Alexiou discussed methods of mitigating traffic through rerouting. He pointed out that the Deck was tied into an extensive pedestrian overpass system and that transit would eventually terminate at the Jackson Circle location. There would be a bus turnaround there, Mr. Alexiou noted, adding that the Jackson Circle Deck would preserve that transit corridor.

- **Committee Discussion of Jackson Circle Deck**

Council Member Strom explained that he viewed Columbia Street as a significant obstacle to the Jackson Circle Deck. He noted that a 2002 National Planning Association convention had used the Columbia Street agreement between the Town, UNC, and the NC Department of Transportation (NCDOT) as a model for leading edge bike/pedestrian alternative road planning. Council Member Strom described it as frustrating, for a variety of reasons, that UNC Chancellor Moeser had asked NCDOT to refrain from taking any action on that agreement. The Town had lost \$850,000 in funding as a result of that interference, he said. Council Member Strom stated that it was difficult for him to support a Jackson Circle Deck that would support UNC's argument with NCDOT for a road-widening project. He described the Columbia Street issue as a major obstacle to having a free-flowing level of trust and belief that Town-Gown agreements stick. Council Member Strom stressed that it really would help the current negotiations regarding the Jackson Deck if there could be a satisfactory resolution to the Columbia Street issue.

Mayor Foy explained that there was a map hanging in his office that showed all of the Columbia Street improvements that the Town has put forward. He proposed that those improvements could help mitigate traffic delays once the Jackson Circle Deck comes on line. Mayor Foy said that he understood and accepted the need for parking and the interconnection between parking decks and the financial model. He pointed out, however, that the Town needed to consider the off-site impacts of parking Decks.

Council Member Wiggins pointed out that Columbia Street was not the first commitment by UNC that had been changed by subsequent administrations. She praised the Town-Gown process in general and remarked that honoring the Columbia Street agreement would be a strong and significant example of how UNC was willing to work with the Town and stick by its earlier commitments.

"I hear you, loud and clear," Mr. Williams, acknowledging that he had not considered the effect that the Deck might have on South Columbia Street. He pointed out that there would be tremendous pressures on that area, but said that he did hear what Council members were saying about past agreements. Mr. Williams made a commitment to try coming back to the Committee with a creative solution within the general framework of the original agreement.

- **Citizen Comments Regarding Jackson Circle Deck**

Westwood resident Joe Capowski noted that the late Chancellor Michael Hooker had once remarked on the lack of space in the Jackson Circle area for people to sit down and converse. And, he continued, Adam Gross had described that area as "the Beirut of campus." Mr. Capowski stated that there was a need of human facilities there. He also argued that UNC was violating the underlying principle of the Development Plan, which emphasized mass transit, perimeter parking, and park/ride lots, and de-emphasized cars in the center of campus.

Mr. Capowski recommended that Committee members visit the Barnes Hospital at Washington University in St. Louis or the University of Washington Health Sciences Center in Seattle. Those health centers have been able to create "people space" in front of their hospitals even though their environments are more urban than UNC's, he said. Mr. Capowski asked UNC to justify the Jackson Circle Deck in the same way that it had justified the Cobb Deck/Chiller Plant, by proposing to build better pedestrian and human facilities there. He asked that UNC's Board of Trustees stick to the principles of the Development Plan. "Don't make your legacy one more parking deck in an already inhumane area," he said. Mr. Capowski asked Council members not to accept the Deck.

Mayor Foy clarified that the Jackson Circle Deck would subsume the current 150 surface parking spaces and that any remaining surface parking would be included in the 800 spaces.

Council Member Strom asked how changing from the Manning Deck to the Jackson Circle Deck would affect automobile trips per day along the entire stretch of Mason Farm Road. Mr. Alexiou was not able to remember that offhand, but said that it might increase by 3% to 4%. Much has to do with the kind of mitigation that is installed there, he said.

Council Member Strom asked Mr. Alexiou to bring that figure back to the next meeting. Mr. Alexiou pointed out that changes to South Columbia Street would not help to reduce delays but that a second left turn lane out of Mason Farm Road would. Mayor Foy commented that the proposed improvements would, however, change the dynamic on Mason Farm Road, and Mr. Alexiou agreed.

Westwood Drive resident Elaine Barney thanked Mayor Foy and Council Members Strom and Wiggins for bringing the South Columbia Street issue forward and articulating how the neighbors feel about the need for a resolution to that agreement between the Town Council and Chancellor Hooker. Ms. Barney requested UNC Committee members ask their Trustees to "stop stonewalling" and finally honor this agreement.

Westwood Drive resident Mark Shreve stressed the importance of following past agreements and meeting commitments. With regard to the traffic on South Columbia Street, he pointed out that UNC's Development Plan had expected traffic to increase by 2,300 cars per day. But a follow-up study had determined that the true impact would be 4,100 cars per day, he said. Mr. Shreve pointed out that the Jackson Circle Deck would raise that to 5,000 cars per day. He stressed that this was a significant increase from where the Town started when it approved UNC's Development Plan.

Joyce Brown expressed support for the previous three speakers' comments.

- **Possible Mitigations for Cobb Chiller Deck**

Ms. Elfland said that after consideration of comments by citizens and Council members, UNC was proposing several modifications. The first was an offer to pull out one bay of the Deck, she said, explaining that this would decrease the number of spaces by at least 60. She added that UNC would increase surface parking by about 12 spaces, bringing the total parking spaces in the Cobb area to 500 (462 in the Deck and 38 surface spaces). Ms. Elfland pointed out that this would mean a decrease of 141 spaces from UNC's original request.

Ms. Elfland stated that the University would shift the Deck farther north and relocate the road. And, she continued, they would create a 20-foot landscape buffer between the cemetery and road, rather than the 10-foot buffer in the original plan. Mr. Perry determined that the total distance from the cemetery wall to the face of the Deck would be 58-60 feet. Ms. Elfland added that there would be a vegetative area between the road and the Deck.

Ms. Elfland explained that the Noise Ordinance requirement for 55 decibels in the chiller plant means that it would be 66% less noisy than what Committee members had heard at a similar plant in Greensboro, NC. UNC would measure sound at three places along the property line to determine that it meets that requirement, she said.

With regard to water from the tower, Ms Elfland explained that drift eliminators and fan speeds would ensure that droplets do not fall on the cemetery. She said that the impact of traffic on Country Club Road would diminish, from a 5% to a 3% increase, with fewer spaces in the Deck. Ms. Elfland also explained that visitor spaces would be available at Cobb and other areas for funeral services and that UNC was willing to do anything possible to facilitate people's ability to access the cemetery.

Mr. Perry noted that a citizen had inquired at the last meeting about UNC's policy during construction. Ms Elfland replied that UNC had agreements with contractors to maintain quiet

during student exams and would use those same procedures to stop construction during funeral services.

Council Member Strom inquired about an access drive from Raleigh Street to the Cobb area. Ms. Elfland explained that the drive would be converted to a brick pedestrian pathway that would be available only for emergency vehicles. Council Member Strom noted that traffic would then be forced into the Gimghoul area. Ms. Elfland pointed out that the projected 3% increase in traffic had included elimination of that access road. Council Member Strom asked if negotiations had passed the point where leaving the access road open could be discussed. Ms. Elfland replied that UNC's goal was to create a pedestrian quad there for the residents' halls.

Council Member Strom determined that the 3% increase represented about 400 trips per day. He pointed out that 129 cars would add 400 trips. He said that the figures presented did not seem to indicate how much traffic would be pushed into the Gimghoul area when the access drive was closed. Mr. Alexiou replied that commuters would find the reverse lane down to South Road a good way of getting in and out. Council Member Strom said that it would be helpful to see the assumptions.

Council Member Wiggins asked if it would be possible at the next meeting to see where the surface spaces would be. Ms. Elfland replied that it probably would not be possible because of all the changes needed for a new site plan. Council Member Wiggins asked who would use those surface spaces. Ms. Elfland replied that it would be visitor and disability parking and used for service vehicles. Council Member Wiggins requested the information in time for the Town Council's meeting on August 25, 2003.

Mr. Perry determined from Mr. Horton that the Town had sufficient measures at its disposal to enforce its Noise Ordinance.

Mayor Foy described Ms. Elfland's clarification of the Greensboro plant's noise level as useful. He expressed confidence that UNC would meet the Town's Noise Ordinance of 55 decibels at night and 60 decibels during the day, but asked the University to consider doing better than that. Lowering the noise even further on the portions that face the cemetery and the Gimghoul neighborhood might go a long way toward alleviating some concerns, he said.

Mr. Williams described that as a fair request, adding that the University intended to go lower than the ordinance requires and make absolutely certain they had met it. He assured Council members and staff that the University had worked hard to understand and to address the Town's concerns. He said that he and Mr. Perry had tried to keep an open mind and had pushed their staff to look at other locations. But, he said, there are a limited number of locations where they can put decks. Mr. Williams noted that UNC would make certain that these things do not detract from neighborhood aesthetics and would enhance the environment around the cemetery. He hoped it was apparent that UNC had tried to adjust and had not come in with an inflexible position, he said.

Mayor Foy commented the discussions had been most fruitful and expressed appreciation for the work that both Trustees (Mr. Williams and Mr. Perry) had put in personally on the issue. He

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pointed out that reducing the Deck from 640 to 500 spaces shows exactly how much work had gone into this. Mayor Foy explained that he continued to hope that there might be a little more room for compromise even though he understood the pressures that UNC was under. He expressed confidence that the University was committed to doing a good job at this site and that the effects of the chiller on the cemetery would be handled well. However, Mayor Foy said, he was still concerned about traffic impacts. He noted that there were many ways that it could be mitigated and that UNC had indicated what some of those were.

Mr. Williams stated that UNC and the Town staff had worked well together. He expressed hope that the Council would approve the Deck and said that suggestions regarding South Columbia Street "might really make this work a little more positively."

- **Citizen Comments**

Gimghoul Neighborhood Association President Gene Pease said that his neighborhood does not dispute the University's need for air conditioning. But they do not understand why UNC cannot cut down on summer camps for a couple of years until the other facility has been built, he said. If the chiller really is needed at that location, said Mr. Pease, then the neighborhood realizes that with the right size, scale, location, aesthetics, and some intensive short-term planning to insure that construction is controlled, it might not have a negative impact.

Mr. Pease stated, though, that Gimghoul residents believe that the Cobb Deck is a bad idea and that this attitude increases whenever they receive more information. He listed the reasons that UNC had given for why it needs the Cobb Deck, noting that today he had also heard that the financial model does not support free parking at Manning, that doctors and nurses need parking near their work, and that an increase of more than 35% of parking would create only a 3% increase in traffic. Gimghoul is still waiting for the answer that makes sense for why the University needs a Deck, he said.

Mr. Pease commented that much of UNC's planning seemed to have been done on the fly. If that's the case, then the Gimghoul neighborhood strongly urges UNC to slow down and get it right, he said. Mr. Pease noted that the Historic District Commission had voted (6-0) on June 12, 2003, that the Cobb Desk was incongruous with the neighborhood and should not be built on this site. He argued that closing the entrance drive from Raleigh Street would dump much more traffic in front of Gimghoul. Neighbors feel strongly that proposed mitigation measures would not improve the area, he said, but will significantly change forever the character of that historic corner of Chapel Hill. Mr. Pease concluded that any parking structure in the Cobb area would be inappropriate.

Joyce Brown pointed out that noise is not just a factor of decibel levels. She suggested that Committee members examine the Town's Noise Ordinance and its relation to UNC. Ms. Brown described noise as a serious issue for neighborhoods and pointed out that noise levels differ depending on time of day.

Town Council Member Ed Harrison, a former Noise Ordinance Committee member, explained that noise is not measured in decibels according to the Town's Noise Ordinance, but in a multi-

band spectrum. Reducing noise by decibels is not addressing the Ordinance as it is written, he said.

Council Member Harrison spoke in favor of Mr. Alexiou's proposal for a reversible lane on South Road. He said that reversible lanes make sense on campuses because there is a large movement of people going one way in the morning and coming back the other way later in the day.

Franklin Street resident Thatcher Freund wondered if the Gimghoul neighborhood might prefer having the Deck on the Highway 54 lot instead of the Cobb lot with its resulting 400 additional trips per day. Raleigh Road is the ideal place to bring cars into campus, he said, pointing out that it already had been widened. Mr. Freund argued that a parking deck there could be attractive and would not be visible for nine months of the year.

Beth Eisenhower asked how close the UNC-Greensboro chiller plant was to dormitories compared to the Cobb site's proximity to UNC-Chapel Hill dorms. The general consensus of those who had visited Greensboro was that it was about 30 feet. Ms. Eisenhower determined from Ms. Elfland that UNC-Greensboro students had not complained about noise. She asked Council members how loud it seemed to them.

Mayor Foy pointed out that noise level is very subjective but said that, to him, it sounded much like the fan in Council Chambers from 50 feet away.

Council Member Strom described the noise as a multi-frequency, industrial noise that he would find very difficult all day long.

Council Member Wiggins said that it was very quiet in the areas that had sound abatement but very loud in the areas that did not. So sound abatement does work, she said, adding that she was encouraged that UNC was considering additional abatement to protect neighbors from the sound.

Ms. Eisenhower asked UNC's Committee members if they needed the Deck and chiller plant at the same time, or did they need one and have some reason for adding the other at this time. Ms. Elfland replied that they needed both and that the two were complimentary uses. She said that building them simultaneously would help UNC meet its vision of creating a green area between the Deck and dorm in a way that the chiller plant alone could not. Ms. Eisenhower noted that having both would allow the building to be more attractive than having a chiller plant alone would. It also allows creation of a quad area in a way that a chiller plant alone would not, Ms. Elfland said.

The meeting adjourned at 12:15 p.m.