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## ATTACHMENT 4

### 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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**SUMMARY OF A JOINT TOWN-UNIVERSITY  
MEETING ON UNC DEVELOPMENT PLANS  
MONDAY, AUGUST 18, 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, Council Member Ed Harrison, and Council Member Jim Ward. Other Town staff present were Planning Director Roger Waldon, Principal Planner Gene Poveromo, and Town Clerk Joyce Smith.

University Committee members were Board of Trustees Chair Richard Williams, Board of Trustees Member Roger Perry, and Vice Chancellor for Finance and Administration Nancy Suttentfield. 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.

Mayor Foy explained that Committee members would hear UNC's response to the Friday, August 15 traffic discussion, discuss the Jackson Circle Deck proposal, and have further conversation regarding the Cobb Deck/chiller plant proposal. The Council would take this issue up at its August 25, 2003 regular business meeting, he said. Mayor Foy expressed hope that a proposal would be ready for Council action at that time.

Mr. Williams asked George Alexiou to respond to questions from the previous meeting regarding traffic at the Cobb and Jackson Circle parking decks and its effect on Mason Farm Road. Mr. Alexiou said that Friday's conversation had included a specific question about how Country Club Road traffic could increase by only 3% with the closure of the Raleigh Street access. He explained that the total number of vehicles moving in and out of that area, with a 500-space deck, would be 1,860 (930 in/930 out) per day. In the worst case, he said, about 75% of that traffic would use Paul Green Theatre Drive and the other 25% would use the South Road reversible lane.

Mayor Foy requested a breakdown of trips by visitors and employees. Mr. Alexiou replied that 485 of the 500 would be commuters and 15 would be visitors. He said that about 550 vehicles currently use Country Club Road when school is in session, with 335 of them coming from the south and 165 from the north. Mr. Alexiou explained that he had subtracted what was already there from what the new facility would generate, and had arrived at 435 vehicles using the south piece and 465 using the north piece of Country Club Road south of the Paul Green

Theatre/Gimghoul Road intersection. So, he concluded, they would be adding about 450 net trips to that road, he said.

Mr. Alexiou noted that projected traffic on Country Club Road in 2010 without the Cobb Deck was a little more than 16,000 vehicles per day. UNC would be adding about 450 vehicles per day in two different directions, he said, explaining that this would be about a 3% increase on any particular location on Country Club Road.

Mayor Foy clarified that, with the Cobb Deck, there would be roughly 930 vehicles entering and 930 exiting on a regular day. Mr. Alexiou pointed out that Cobb was primarily a commuter deck and that many vehicles just sit there. Mayor Foy asked what the current in/out traffic was, and Mr. Alexiou replied that he had not counted it on a full 24-hour period. But the lot generates more traffic than a typical commuter lot on campus because the parking restriction is lifted at 5:00 p.m., he said. Mr. Alexiou pointed out that a large number of people attempt to enter at 5:00 p.m. and that this creates more traffic activity per space than at a typical lot.

Mayor Foy stated that 54% of 930 vehicles going out during the day would mean about 500 or so going south. Mr. Perry asked if that should be 930 minus the reversible lanes. Mr. Alexiou said that there would be a net increase of 930 using Paul Green Theatre Drive, and that would split roughly 55% and 45% going in different directions.

Council Member Strom asked if the 400 additional trips discussed on Friday was due to the 129 additional spaces. Mr. Alexiou replied that there were about 500 vehicles coming out of Paul Green Theatre Drive and using Country Club Road on a typical day.

Council Member Bill Strom stated that the number that had concerned him at the last meeting was the 400 trips. He asked Mr. Alexiou if he was saying that there were an additional 400 cars (500 to 900) using that road and then saying the 400 should have a factor of 3.6, if that's the non-visitor parking ratio. Mr. Alexiou replied that the net increase using that driveway would be 900 vehicles. And, when they get to Country Club Road they split in two directions, he said, so only about 450 cars would cross a single point on Country Club Road. "But it's actually 900," said Council Member Strom, "because half are going north and half are going south." Mr. Alexiou agreed, and Council Member Strom described traffic engineering as "tricky business." If someone wanted to know how much more traffic would be passing their house on that road, it would be 3%, said Mr. Alexiou, but there would be a total of 6% more vehicles entering Country Club Road.

With respect to Jackson Circle, Mr. Alexiou stated that traffic on Mason Farm Road between East Drive and Purefoy Road would increase by about 7% over what would be out there in 2010 with the approved Development Plan. He noted that the traffic count on Mason Farm Road (200-250 vehicles over a 24 hour period) was not high compared to other streets on campus. It would increase by about 4% between Purefoy and Oteys Roads, he said, and 0% between Oteys Road and Fordham Boulevard.

Mr. Horton asked how many cars currently exit or enter Paul Green Driveway during a 24-hour period and how many would do so under the 500-car scenario. Mr. Alexiou replied that it was a

minimum of 500 now and would be 900 in the future. Mr. Horton verified that this traffic would split in two directions in each case and that the split would be roughly 50/50.

Mayor Foy remarked that the Committee had spent much of its last meeting talking about the Jackson Circle proposal and that UNC Committee members had agreed to think about that discussion during the interim. Mr. Williams praised the Committee's process and expressed a desire to arrive at a win/win solution. He had committed himself to trying to come back with a creative solution, he said, and had discussed ideas with UNC Chancellor Moeser, team members, and others on the UNC Board of Trustees. Mr. Williams then asked Mr. Perry to outline the University's recommendations.

Mr. Perry expressed appreciation for being able to participate in the process. He noted that there had been extraordinary good faith in the discussions during which the Town and University had dramatically improved the modification requests. Mr. Perry discussed the University's desire and commitment to providing alternative forms of transportation and to making the campus and Town a more transportation- and pedestrian-friendly place. UNC had a proposal for the Town Council's consideration that clearly meets the University's objectives and improves the Town, he said.

Mr. Perry said that UNC had agreed to move the Cobb Deck/chiller plant in order to double the landscape buffer between the cemetery wall and access road and between the road and deck. They had also reduced the size of the deck as well as the number of parking spaces, he pointed out. Mr. Perry stated that the traffic impact on Country Club Road would be minimal (3% in each direction) and noted that the University was prepared to make bicycle and pedestrian improvements there. UNC will meet the standards of the Town's Noise Ordinance at the chiller plant, he said, noting that the proposed noise level is less than what is currently heard from the cemetery.

With regard to South Columbia Street, Mr. Perry announced that UNC would implement the improvements that the late Chancellor Michael Hooker had agreed to in 1998. This was a condition of Development Plan modification approval, he said, and was offered with the understanding that, in five years, the Town and University would jointly reassess whether there is a basis for additional improvements. Mr. Perry said that Chancellor Moeser had agreed to this and that he and Mr. Williams thought the UNC Board of Trustees would agree to it as well, although probably not unanimously.

Mr. Perry explained that UNC needed to have the modifications approved and respectfully requested that the Town Council take them up as a single package. He noted that in June UNC had agreed to delay the process, but stressed that there was an imminent need for chilled water. These projects would not impair the health, safety or general welfare of the community, Mr. Perry said, adding that property values would be maintained.

Mr. Williams added that UNC Committee members had listened, heard, and responded to the Town. "We're trying to be as aggressive as we possibly can and still maintain support from the Trustees," he said, adding that he would not go back to the Board of Trustees with a recommendation for less than 500 spaces. Mr. Williams explained that he understood the

Town's strong desire to maintain the Columbia Street agreement. UNC would work with the Town in that regard if the Town approves the entire package, he said.

Mayor Foy commented that Committee members were aware of the thought, time and effort that all, especially Mr. Williams and Mr. Perry, had put into solving this issue. He agreed that they had listened to the Town's concerns and had done their job for the University, which involves thinking about Town-UNC interactions. Speaking for all members of the Town Council, Mayor Foy described the process as having been a most fruitful conversation for the Town. "You have done what you said you'd do," he said. But, Mayor Foy stated, there still was concern with regard to traffic impact from the Cobb Deck.

Mayor Foy explained that Town Council members and staff had been wondering if the Raleigh Street exit could be opened in the same way that the exit to South Road would be. He did not expect a response to that now, he said, but did want to put it on the table for discussion. Mayor Foy said that Council members were still concerned about the Cobb Deck's effect on proximate neighborhoods.

Council Member Wiggins noted that UNC's plan included a nice pedestrian passageway at that location. She said that Council members thought that passageway could coexist with some kind of single lane road.

Council Member Strom suggested that the two staffs use the time before the Council's August 25<sup>th</sup> meeting to generate possibilities for the Raleigh Street access to be used in a way that might address lingering concerns about the Gimghoul area.

Ms. Sutfenfield said that the University had concerns about pedestrian safety with returning traffic to that Raleigh Street exit. But it was a fair question to ask, she said, and UNC staff would be happy sit down with Town staff and look at the possibilities.

Mayor Foy described the Columbia Street issue as a stumbling block which UNC's Committee members had helped the Town overcome. UNC's agreement regarding that was an enormous step forward, he said, adding that he hoped the University would advocate for those improvements to move ahead on schedule. The Town was a year behind schedule, he said, and will need UNC's help with NCDOT to really get those improvements going. Mayor Foy pointed out that the University would also benefit by the improvement. Mr. Williams agreed to be a partner in this effort and to advocate for moving forward. He said that Mayor Foy's comments about how making those improvements might mitigate the traffic challenges had gotten his attention.

Council Member Wiggins asked how soon the Columbia Street improvements would be in place in the best case scenario. Mayor Foy and Mr. Horton replied that the current plan calls for 2007. Mr. Horton said that if UNC and the Town asked for quicker consideration as partners then the schedule might move some. But, because of the nature of the process, he said, it would not happen fast.

Council Member Wiggins asked if Columbia Street would be improved in five years. Or were they talking about reevaluating in five years with the improvements yet to be made, she asked. Mr. Horton remarked that he hoped the five-year period would be after improvements had been completed. Then everyone could fairly evaluate based on real experience over a reasonable period of time, he said. Mr. Horton stated that he did not know how there could be a fair evaluation until a significant amount of time after construction.

Ms. Sutenfield asked Mr. Alexiou to respond regarding how long after improvements it would be appropriate to do the study. Mr. Alexiou said that if Columbia Street remained an improved two-lane road then there should be planning for the south access within the next two to three years. This could not wait until South Columbia Street was improved, he said, since that could easily be ten years if it will be five years after 2007. Mr. Alexiou stated that the University might want to look at how all of those roads interact five years from now.

Ms. Sutenfield said that UNC would not want to delay the study for more than five years. If it called for something other than the improvements that were under discussion for Columbia Street, she said, it would be an extended period of time before other reviews external to the Town and University would take place. Mr. Alexiou noted that there was much competition for funding and that it could easily take 10-20 years before they would again be in position to obtain funds.

Mr. Horton pointed out that it was impossible for the Town to fairly evaluate the beneficial impacts of the change in position on South Columbia Street until the improvements had been constructed and there had been a period of regular use. If five years was not feasible, he said, some other period of time after construction would be essential.

Council Member Wiggins suggested that the Town Council approve a stipulation indicating what they were willing to participate in. Mr. Williams said that his intent had been to begin joint planning in five years. But there might not be enough information in five years to actually do anything at that point, he said.

Council Member Strom expressed concerns that NCDOT might decide not to begin construction. He suggested asking the staff to bring language to the Town Council that makes it clear that Columbia Street construction will proceed and that a collaborative process to evaluate traffic in the southern part of campus and Town will also proceed, he said, adding "but they have to be de-linked at this point."

Mr. Williams commented that when he'd been thinking about the significance of what UNC was offering he had never imagined that the Committee would get hung up on this point. He'd thought they would be agreeing to joint planning in five years, he said. Mr. Williams asked to take a break so that he could confer with his colleagues. Council Member Wiggins commented that she was pleased with how UNC had responded to the Town's concerns. But the Town was trying to be as certain as possible that non-specific language would not come back to haunt them, she said. Council Member Wiggins pointed out that the Town's caution was the result of past experience, not lack of trust in Mr. Williams and Mr. Perry. She expressed hope that this process

would lead to the Town and University being able to work together and rely on each other's word.

The Committee took an approximate 13 minute break.

When the meeting resumed, Mr. Williams said that he'd thought about Council Member Strom's comment about de-linking issues. UNC did want to partner with the Town on South Columbia improvements, he said, and did not want any language that would suggest to the Council or anyone else that they would not aggressively pursue that. Mr. Williams explained that he agreed with the suggestion to de-link the issues. He also agreed that there must be sufficient time after the South Columbia Street improvements have been made to make a good assessment, he said. Mr. Williams also agreed that the two staffs should get together and work out appropriate language.

Mr. Perry added that he recognized the need for a period of time before assessing the impacts of the South Columbia improvements. He asked, though, that all parties reserve the right to look periodically at that area. Mr. Perry stated that he recognized that South Columbia would not be put into the mix until the impacts of the improvements were seen. But, he asked for the right to look at it if there is a huge situation that everyone recognizes is not safe. This would not involve putting South Columbia back on the table until after it had been evaluated with the improvements, Mr. Perry said.

Mr. Horton summarized that the University would reserve the right to consider its general needs at the Columbia Street area at the same time that it would agree to aggressively pursue construction of the South Columbia Street improvements that had previously been agreed to. He added that UNC was also agreeing not to evaluate the impact of South Columbia Street with a view toward changes until after it had been constructed and a reasonable period of time to understand those impacts had passed. Mr. Williams, Mr. Perry, and Council Members Strom and Wiggins agreed with Mr. Horton's summary. Council Member Strom noted that the option to have such a conversation had been open to everyone all along. So this was not changing anything, he said, it was merely settling the Columbia Street issue.

With regard to Country Club Road, Mayor Foy said that the Town was agreeing that certain changes could be made but the road would look pretty much the way it does now in the future. He stressed that the Town did not want to recommend significant widening at the Raleigh Road interchange. He said he understood UNC as being willing to make changes to that road for pedestrian safety and roadway changes, but the agreement was not contingent upon anything in particular. Mr. Williams affirmed that UNC was not insisting on five lanes at the interchange and was definitely interested in pedestrian and bicycle improvements.

Mayor Foy noted that stipulations in the current proposal called for changes to the Battle Lane/Country Club Road boundary. He determined that such improvements were consistent with the plan. Mr. Horton pointed out that the two staffs had agreed upon that language and that he and Ms. Sutfenfield had endorsed it. Mr. Williams said that UNC was not suggesting any changes there.



Mayor Foy alerted UNC's representatives to the Town's concerns about how the current entrance to the parking area behind the Paul Green Theatre was not aligned with Gimghoul. One proposal had been to shave off that northwest corner and align it, he said. Mayor Foy asked that any change in UNC property not result in a gaping road there. He proposed that UNC add something on the other side to make sure the road looks and functions as it does now, to the extent possible.

Council Member Strom expressed appreciation that Ms. Suttentfield and others had agreed to consider adding a third access point to Raleigh Street, noting that this could be a major benefit to users of the lot and neighborhoods.

Council Member Wiggins said that the Town understood the University's desire to make a pedestrian passageway there, but pointed out that this was a significant concern for some Council members.

Mayor Foy remarked that he and Council Members Wiggins and Strom would return to the full Council with this proposal. They believed that traffic was a major concern for Council members, he said, and he emphasizing the potential that they see in having the third access.

Mayor Foy pointed out that this was the last meeting on this topic. He encouraged UNC representatives to stay in touch with the Town Council, adding that such collaboration could ease the transition into Carolina North discussions. Mayor Foy stated that the Town had received much input from its study groups and was ready to start talking. He expressed hope that Committee members might engage in that process as well.

Mayor Foy said that the Town Council would take up UNC's development modification application on Monday at 7:00 p.m. at its regular business meeting. The Council would continue to take evidence at that time, he said, noting that citizens would be welcome to comment then. Mayor Foy noted that Council members on the Committee had not made any determination about what would be the best choice. The Council members' role had been to work with the University to develop the best possible alternative, he said, and the Council will not make a decision until the public hearing is closed next Monday.

### **Citizen Comments**

Gimghoul resident Tama Hochbaum described her neighborhood as "the walking, running, strolling, and general pleasure-seeking neighborhood of choice." Building the Cobb Deck/chiller plant there would change the nature of that unique neighborhood in a way that would be irreparable, she said. Ms. Hochbaum argued that having an additional traffic light so close to the existing light at Raleigh Road would exacerbate the problem. There is not enough room between the two lights to accommodate the cars that would be backed up there, she said. Ms. Hochbaum predicted that a pedestrian crossing signal at Gimghoul would create a dangerous corner from 4:00-6:00 p.m. The neighborhood could not physically accommodate the amount of traffic that this plan would cause, she said.

Town Council Member Jim Ward expressed appreciation to UNC for responding to what Town representatives on the Committee had requested. He said, though, that he is not comfortable

voting on this until he sees a State response regarding the impacts of the parking deck/chiller plant on the historical cemetery.

Council Member Ward said he was pleased that UNC was willing to pull back from five lanes at the Country Club Road/Raleigh Road intersection. However, he wondered about the impact of that on traffic flow patterns. Council Member Ward expressed appreciation for UNC's willingness to consider the third access road, which would enhance bike/pedestrian quality of life for the neighbors as well as for students.

Council Member Ward urged UNC to give a clear message to NCDOT regarding South Columbia Street because the State will be wary of investing in a road project which they see as not solving the problems in the near to mid future. Unless UNC comes across as being very satisfied with the design that had been shelved by University action a couple of years ago, he said, NCDOT might not be willing to look into it. Council Member Ward asked to have some understanding of NCDOT's reaction during the timeframe for approval.

Council Member Ward commented on the 700 parking spaces at the Rams Head lot. This is an increase of 300 spaces compared to what already is there, he said, adding that those drivers will use Ridge, Country Club and Raleigh Roads. Council Member Ward pointed out that a thousand spaces at the Bell Tower lot will be 400 more than what is there. He requested information on whether traffic projections had included those increases.

Mayor Foy asked Mr. Horton if these specific questions could be answered at the August 25<sup>th</sup> Council meeting. Mr. Horton replied that the answer would depend on the University's willingness to provide information. Ms. Sutenfield indicated that the information could be provided for that meeting.

Joyce Brown pointed out that UNC and the Town had agreed two years ago that a new day was dawning and that there would have to be a limit on cars coming into the campus. Both had agreed to a greater emphasis on mass transit and pedestrian travel and bikeways, she said. Ms. Brown urged the Town Council to stand by what it had said in 2001 and reject both the Cobb and the Jackson Circle decks.

Gimghoul resident Barbara Newton asked Committee members to delay the vote for one week and to come and sit at the intersection near her house when UNC classes are back in session. If Committee members do this on Thursday and Friday, she said, they will question their current reasoning.

Diana Steele thanked Committee members for engaging in this process and for getting improvements on South Columbia Street started again. She said that this would promote trust in the University's good word, help its image in the community, and make everyone feel that the two are working together rather than in opposition with each other. Ms. Steele stated that she did not see the need for either parking deck. She suggested changing the focus from moving cars around to moving people around. Almost all of the decks around the hospital have cars with single occupants, she reported. Ms. Steele argued against having a whole space for each individual who wants to park on campus.

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Ms. Steele said that the Bell Tower would be out of commission for about 12-18 months. It seems a shame to build another rectangular platform next to the "huge monstrosities" that is already there just to cover that shortfall, she said. Ms. Steele commented that Adam Gross's much more attractive design would not be able to be built there. She noted that Ms. Elfland had been able to get 500 people not to ask for parking spaces and expressed hope that someone had analyzed how Ms. Elfland had done that. That would provide an answer to getting people on campus without cars, Ms. Steele said.

Council Member Ed Harrison requested better graphic descriptions of the area around the Cobb Deck. He did not understand the geography and the numbers for the third access, he said, and asked for full and graphic answers to Council Member Ward's questions.

The meeting adjourned at 11:38 a.m.