

Good evening, Mayor and Council Members, Town management staff and citizens;

I am Diana Steele, a resident of the Mason Farm/Oteys Road neighborhood, and Owner/Director of Willow Hill PreSchool at 1207 Mason Farm Road.

I am troubled by the appearance of a philosophical change in UNC's thinking as betrayed by this current request for modifications.

In the Master Plan as approved by the Town Council two years ago, UNC stated its support for mass transit, and its intent to discourage the use of cars on campus.

Chancellor Moeser's said in his March 22, 2002, cover letter, presenting the Master plan to Carolina Colleagues and Friends (I'm a Lifetime member of the Alumni Club):

"This is growth to be welcomed, not feared. With the Master Plan as our guide, new buildings, pedestrian paths and landscaping will improve the way the campus works."

But now UNC has blocked the implementation of the National award-winning South Columbia Street improvement plan that it and the Town together developed. No sidewalks there, no bike paths, all long overdue. There are almost no pedestrian paths shown on these development plans, and UNC is now proposing to draw thousands of daily vehicle trips up through neighborhood roads by building an additional 1500 parking spaces on campus, instead of at the periphery, as proposed in the Master Plan. Manning Drive surface lots are underused now, is the excuse, but that is because UNC discourages people from using them by charging for them.

Furthermore, the 800 car deck proposed for the Jackson Circle site sits on the location also proposed for the hospital transit station in the future. It seems wasteful to build a structure you will need to tear down.

I ask the Council not to approve The Jackson Circle Parking Deck.

I ask the Council to suggest that UNC rethink the Cobb Dorm area parking and the proposed chiller plant. Chiller products leave the plant underground; perhaps the plant could be placed underground. Parking could go under the Cobb Dorm addition, all well away from the Old Cemetery.

I ask UNC to show good faith by unblocking the improvements to South Columbia Street.

I speak now from a more personal viewpoint.

Here is Map 16 from UNC's August 2 Addendum to the development plan, a contour map showing my house and outbuildings in solid green. I have marked the mandated 60 foot buffer with green stripes. The buffer is respected and the setback of the building appears OK. You can see that this land slopes down to a glade in my northwest corner. UNC's power lines run across my land there before cutting north to Odum Village. I have marked them in red. You can also see a rough road there that UNC has been using to access Odum village. I cannot get an answer from UNC about their use of my land. I would like to know why they think that they have free access to it.

I ask the Council to encourage UNC to clarify this usage with me.

Here is Map 8, from last month's (23 May 2003) Addendum #1 to Modification #1. Same color code, Here UNC has placed their building approximately 100 feet away from my lot line, which is an acceptable setback. However, they propose invading the 60 foot buffer with a driveway, surface parking, two dumpsters, and a row of recycling bins. They have put stakes with blue flags all through the woods there indicating that they will be clearing those woods up to my lot line in most places. They are saving one tree, the one marked. There are many other big old trees there, mostly oaks. Doomed?

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I ask the Council to insure that the 60 foot buffer is respected and that there be no construction, including, of course, vehicular traffic, whatever allowed with it.

Still on this map, I show existing driveways in purple. On the north, my two, serving the Willow Hill Preschool families and my tenants; on the south, Jessie Gouger's and The Kehillah's. In addition to the Kehillah traffic, there is a Spanish immersion preschool in that building, with all the attendant comings and goings of drop-off and pickup. I feel that it is extremely poor planning to make at least 24 families dogleg through all of that existing traffic to the east end of the proposed new building. The originally proposed entrance, through the surface parking lot straight up the end of Purefoy makes a logical intersection and smoother traffic flow.

I ask the Council not to accept these most recent changes, but to follow the planning board's recommendation that building H21 be built according to the original development plan.

UTILITY DITCH:

Here is the map submitted on May 23 2003, showing the location of the utility ditch north of the proposed new buildings along Mason Farm Road.

There has been discussion about running the utility duct along the north side of Mason Farm Road, under the sidewalk. If this cannot be done within the existing right-of-way then **I ask the Council** to insist on the use of this northern route, as submitted last month.