



# Town of Carrboro

301 W. Main St.  
Town Hall  
Carrboro, NC 27510

## Meeting Minutes Board of Aldermen

Tuesday, October 3, 2017

7:30 PM

Board Chambers - Room 110

**Present:** Mayor Lydia Lavelle, Alderman Damon Seils, Alderman Sammy Slade, Alderman Bethany Chaney, Alderman Jacquelyn Gist, Alderman Randee Haven-O'Donnell

**Also Present:** David Andrews, Town Manager, Catherine Dorando, Town Clerk, Nick Herman, Town Attorney

### **POETRY READING, RESOLUTIONS, PROCLAMATIONS, AND ACKNOWLEDGEMENTS**

Susan Spalt, a representative of the Poet's Council, read a poem called "Break Downs" in honor of Mental Illness Awareness Week.

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### **CHARGE ISSUED TO RECENTLY APPOINTED ADVISORY BOARD VOLUNTEER**

The Town Clerk issued a charge to Terri Buckner, a recent appointee to the Affordable Housing Advisory Commission.

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### **RESOLUTION IN SUPPORT OF A STATE AND NATIONAL GOAL OF 100% CLEAN ENERGY BY 2050 AND THE CREATION OF GREEN JOBS**

A motion was made by Alderman Haven-O'Donnell, seconded by Alderman Slade, that this resolution be approved.

### **RESOLUTION IN SUPPORT OF A STATE AND NATIONAL GOAL OF 100% CLEAN ENERGY BY 2050 AND THE CREATION OF GREEN JOBS**

WHEREAS, by the end of 2015, the Earth's average surface temperature has increased by about 1.0 degree Celsius (1.8 degrees Fahrenheit) since the late-19th century according to NASA;

WHEREAS, climate change is expected to increasingly impact North Carolina's temperatures, precipitation and sea level with harmful consequences in coming years;

WHEREAS, climate change and global average temperature increases are primarily due to human-caused fossil fuels emissions, including coal, oil and natural gas, according to the United Nations Intergovernmental Panel on Climate Change, National Academy of Sciences, American Meteorological Society, United States Environmental Protection Agency, United States Department of Defense, and numerous other leading scientific, academic and governmental authorities both in the United States and internationally;

WHEREAS, a final agreement of the United Nations Conference of Parties (COP21), which included the United States and a total of 195 nations, was reached in Paris, France on December 12, 2015, that states the aim is to "holding the increase in the global average temperature to well below 2 degrees Celsius above preindustrial levels and pursuing efforts to limit the temperature increase to 1.5 degrees Celsius above preindustrial levels" and entered into force on November 4, 2016;

WHEREAS, scientists have concluded the concentration of carbon dioxide, the leading greenhouse gas, in the Earth's atmosphere is currently and consistently over 400 parts per million (ppm) and will likely stay above this level for the indefinite future for the first time in millions of years;

WHEREAS, sixteen of the seventeen hottest years on record have occurred in the twenty-first century and 2016 is the hottest year on record;

WHEREAS, an increase in the global average temperature is having and will continue to increasingly have major adverse impacts, if not stopped by eliminating the use of fossil fuels, on both the natural and human-made environments due to longer, more intense heat waves, prolonged droughts, spread of infectious diseases, rising sea levels, ocean acidification, wildfires, and more intense and frequent extreme weather events;

WHEREAS, these physical effects are expected to lead to water scarcity, food insecurity, increasing numbers of refugees, increased poverty, and the mass extinction of species;

WHEREAS, studies completed by the International Monetary Fund (IMF), the Risky Business Project, Duke University, and others point to the severe economic costs of climate change and continuing use of fossil fuel, estimating billions of dollars a year in costs nationally and trillions globally;

WHEREAS, leading economists, policy experts, and business leaders conclude that transitioning to a clean energy economy available for all would create millions of green jobs nationally, improve health and living standards, and boost economic growth in coming years;

WHEREAS, a study cited two of the twenty dirtiest coal plants in the country in North Carolina, the Belews Creek plant and the Roxboro Steam plant;

WHEREAS, low-income communities and communities of color in North Carolina and the United States are inordinately exposed to pollution, that causes serious health problems such as cancer and asthma, from fossil fuels, including the dirtiest coal-fired power plants which produce coal ash, and need to be empowered and have access to educational tools and an awareness of climate issues;

WHEREAS, a Stanford University and University of California-Berkeley study concludes the United States energy supply could be based entirely on renewable energy by the year 2050 using current technologies and 80% renewable energy by 2030 while creating numerous green jobs;

WHEREAS, municipalities, organizations, businesses, and academic institutions throughout the world have set a goal to achieve carbon or climate neutrality by 2050 or earlier;

WHEREAS, the United States Conference of Mayors in 2017 passed a resolution supporting 100% clean renewable energy community-wide for cities by 2035;

WHEREAS, the following North Carolina municipalities passed resolutions supporting a goal of 100 percent renewable energy for all energy sectors by 2050 for the State of North Carolina and the United States: Town of Boone; Watauga County; Town of Sylva; City of Asheville, Town of Webster; Chatham County, Town of Canton, Macon County, Town of Franklin, Town of Hillsborough, and the Town of Waynesville, as well as Orange County;

WHEREAS, nearly 40 American municipalities outside North Carolina have committed to some version of a goal of 100% renewable energy including Atlanta, St. Petersburg, Las Vegas, Sarasota, Pittsburgh, San Francisco, Portland, OR, San Diego, Salt Lake City, Seattle, Honolulu, Santa Barbara, San Jose, Aspen, Burlington, VT, Ithaca, NY, Greensburg, KS, Lancaster, CA, Palo Alto, CA, Rochester, MN, East Hampton, NY, Columbia, MD, Moab, UT, Edmonds, WA and others;

WHEREAS, over 600 American colleges and universities have made a commitment to reduce greenhouse gases, including Appalachian State University, Blue Ridge Community College, Carteret Community College, Catawba College, Central Carolina Community College, Davidson College, Duke University, Elizabeth City State University, Fayetteville State University, Guilford College, North Carolina Central University, Queens University of Charlotte, Southeastern Community College, University of North Carolina at Chapel Hill, University of North Carolina at Charlotte, University of North Carolina at Greensboro, University of North Carolina at Pembroke, Wake Technical Community College, and Warren Wilson College;

WHEREAS, North Carolina installed 1,140 MW of solar electric capacity in 2015, ranking it second nationally; nearly \$1.7 billion was invested on solar installations in North Carolina, a 159% increase over the previous year; there are currently more than 200 solar companies at work throughout the value chain in North Carolina, the state companies employing some 6,000 people; North Carolina ranks third in the nation in installed solar capacity, enough to power 260,000 homes; and solar photovoltaic system prices in the U.S. have dropped by 66% since 2010; Whereas, North Carolina has more offshore wind energy potential than any other Atlantic state;

WHEREAS, the Intergovernmental Panel on Climate Change Fifth Assessment Report recommended a global goal of achieving near zero greenhouse gas emissions or below, which is necessary to stabilize the global average temperature to avoid climate catastrophe;

Now, therefore, Be it resolved by the Carrboro Board of Aldermen that it endorses the following:

SECTION 1. The State of North Carolina and the United States shall establish a transition from fossil fuels to 100% clean renewable energy for all energy sectors by 2050 or sooner and 80% clean renewable energy for all energy sectors by 2030 to avoid climate catastrophe, to promote job creation

and economic growth, and to protect the Earth for current and future generations from climate catastrophe.

SECTION 2. This resolution is effective upon adoption.

**This the 3rd day of October, 2017**

**The motion carried by the following vote:**

**Aye:** Alderman Seils, Alderman Slade, Alderman Chaney, Mayor Lavelle, Alderman Gist, Alderman Haven-O'Donnell

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**FIRE PREVENTION WEEK PROCLAMATION**

Mayor Lavelle proclaimed the week of October 8th-14th as "Fire Prevention Week" in Carrboro and presented the proclamation to representatives of the Carrboro Fire Department.

Chief Williams encouraged everyone to be "fire ready" in their homes and asked people to contact the Fire Department if they have any questions.

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**REQUESTS FROM VISITORS AND SPEAKERS FROM THE FLOOR**

Heidi Perry talked to the Board about a material that can be used on the Town's Greenways and passed around a sample of the material. She stated that she is concerned with the surface that is being considered for the MLK Park path and asked that it be considered for that path, as well.

David Andrews stated that staff will look into the material as an option.

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**APPROVAL OF PREVIOUS MEETING MINUTES OF SEPTEMBER 19, 2017 AND SEPTEMBER 26, 2017**

**A MOTION WAS MADE BY ALDERMAN SEILS, SECONDED BY ALDERMAN SLADE, THAT THIS RESOLUTION BE APPROVED. VOTE: AFFIRMATIVE ALL**

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**REQUEST TO MAKE AN APPOINTMENT TO THE BOARD OF ADJUSTMENT**

The purpose of this agenda item was for the Mayor and Board to make an appointment to the Board of Adjustment.

**A motion was made by Alderman Seils, seconded by Alderman Slade, that this resolution be approved.**

A RESOLUTION MAKING APPOINTMENT(S) TO THE BOARD OF ADJUSTMENT

Section 1: THE BOARD OF ALDERMEN HEREBY APPOINTS THE FOLLOWING APPLICANT(S) TO THE BOARD OF ADJUSTMENT:

<b>Seat Designation</b>	<b>Appointee</b>	<b>Term Expiration</b>
In-Town	Brian Hageman	2/2021

Section 2. This resolution shall become effective upon adoption.

**This the 3rd day of October, 2017**

**The motion carried by the following vote:**

**Aye:** Alderman Seils, Alderman Slade, Alderman Chaney, Mayor Lavelle, Alderman Gist, Alderman Haven-O'Donnell

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**UPDATE ON TRANSPORTATION PROJECTS**

The purpose of this item was to provide the Board of Aldermen with an update on a variety of transportation projects that have been ongoing for the last several months.

Mayor Lavelle asked that the information be forwarded to the neighborhood listserves.

**A motion was made by Alderman Seils, seconded by Alderman Slade, that this resolution be approved.**

A RESOLUTION RECEIVING AN UPDATE ON TRANSPORTATION PROJECTS

WHEREAS, the Board of Aldermen has received presentations on important long range regional transportation plans, such as the Comprehensive Transportation Plan (CTP), the Metropolitan Transportation Plan (MTP) and the Orange County Transit Plan; and

WHEREAS, the Town of Carrboro has a number of local transportation projects that are in process; and

WHEREAS, Town staff have requested Board input and approvals at key milestones; and

WHEREAS, staff have provided the Board with updates on particularly projects at regular intervals.

NOW, THEREFORE, BE IT RESOLVED by the Carrboro Board of Aldermen that the Board receives this comprehensive update on a number of transportation projects that have been ongoing for the last several months.

**This the 3rd day of October, 2017**

**The motion carried by the following vote:**

**Aye:** Alderman Seils, Alderman Slade, Alderman Chaney, Mayor Lavelle, Alderman Gist, Alderman Haven-O'Donnell

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**PUBLIC HEARING - CONTINUED PUBLIC DISCUSSION FOR THE TOWN-OWNED PROPERTY AT 203 S. GREENSBORO**

The purpose of this item was to provide the Board of Aldermen with an opportunity to receive public comment on additional concept plan options for the Town's 203 S. Greensboro Street property.

Jim Spencer, with Jim Spencer Architects P.A., provided a review of the design options.

Alderman Gist asked if the parking requirements could be split into two separate lots. Jim Spencer stated that the needs could be met by splitting up the parking into two lots.

In response to a question posed by Alderman Slade, Jim Spencer stated that due to the rock surface of the lot, it will cost more to construct more than one level of substructure parking.

Terri Buckner encouraged the Board of Aldermen to talk to the University of North Carolina about parking availability in the old Piedmont Health building. Alderman Chaney responded that the building is not owned by the University but that the town could communicate with the current owner.

Martha Arnold asked about the Board's decision making process ~~is~~ going forward for the project. Mayor Lavelle provided the details of the process.

Alderman Seils asked that town employee parking be considered as a separate topic during the parking discussion.

Alderman Chaney suggested creating a web page specifically for the library project that clearly shows progress and has all materials posted. She stated the conversation should continue and that onsite spaces should be reserved specifically for the use of the library.

Alderman Haven-O'Donnell asked about parking requirements for the ArtsCenter and how that would affect the number needed. Jim Spencer stated that about 50 spaces have been estimated as necessary for the ArtsCenter programming space.

Alderman Gist stated that she thinks there is a possibility of getting some small land on the Roberson end of the Maple Extension that could be limited to library parking only. She stated that she wants to make sure there is parking for the downtown businesses during construction.

Mayor Lavelle stated that she is not in favor of more than one floor of underground parking ~~option~~. She stated that she likes the Wall Street (Asheville) look and that depending on traffic flow, perhaps Roberson Street could be converted to a one-way.

Heidi Perry asked for the Board to consider bicycle parking during the parking discussion.

Pat Sook, a resident of Maple Avenue, asked about the Carr Mill parking behind Maple Avenue. David Andrews stated that the Town has had preliminary discussions with the owners of the lot and that the Town is pursuing possible parking on that lot.

Alderman Slade requested cost information on the underground parking option.

David Andrews stated that the Board will review the Development Agreement with Orange County on October 17th and that staff will be meeting with the attorney before then to develop next steps. Staff will also begin looking at financing specifics of the project.

The Board of Aldermen requested that the comments emailed to the Board regarding this project be incorporated into the public record of the meeting and are hereby attached to the minutes.

From: patrick@citybeautiful21.com [mailto:patrick@citybeautiful21.com]  
Sent: Tuesday, October 03, 2017 5:15 PM  
To: boa  
Subject: Oct 3rd Comments On 203 S greensboro Library project

Dear Mayor Lavelle and Board of Alderneighbors,

I cannot make this evening's meeting, but wanted to share my comments on the updated concept plan for 203 S Greensboro Street.

First, I appreciate Mr. Spencer's efforts to capture what was heard last time- I think he got much of the input from the public captured well, and better still- I see it expressed in the new material he created.

Here are my reactions:

1. On the north side of the block, fronting Roberson Street, remove the drop-off lane. Drop-off-pickup lanes are generally a suburban construct so that traffic can keep moving at high speed. That should not be a purpose that is encouraged on Roberson. Drop-off and pick-up in the urban context should happen at the curb, and these movements help to calm traffic. Removing this zone allows for the extension of the sidewalk to the entrance to the underground parking.

2. Carrboro has a chance to do real street trees here. If the trees are against the building on Roberson, they do not act as effectively as a traffic control device, and provide less shade in summer. Put the sidewalk between the trees and the building, and it will be easier to look into what I hope will be big windows into the library, while providing more shade for people using the sidewalk.

3. The parking underground cites 88 spaces per underground tier. I think the project can function with two parking tiers, or even one, meaning either 88 spaces or 176. I suggest dedicating less than 20 spaces to Town Use and leaving the rest as public parking which would be Shared, Managed, Unbundled, and Paid. I talked about what each of these mean in my prior comments.

<http://citybeautiful21.com/2017/09/19/development-at-203-s-greensboro-needs-less-parking-startup-space-to-complement-library/>

4. The remote parking options continue to replicate the primary problem

with how “parking” issues have been addressed in downtown Carrboro for years, which is the thought that there will need to be parking built, and that it should be a public deck. We **\*\*\*MUST\*\*\*** get beyond this limiting mindset and think about DISTRICT parking downtown where public and private lots contribute spaces to a PUBLIC PARKING DISTRICT.

What does this look like? Let’s say you do a one tier underground parking facility at 203 S Greensboro. 15 spaces reserved for the town, the remaining 73 are public. They get added to the Public Parking District. At any time when those 73 spaces are less than 85% full, it is free to park. When those spaces are more than 85% full, a price is added to help free up some spaces. This gets managed with smart parking apps like those in Chapel Hill, Asheville, and Durham.

How do we add private spaces to the Public Parking District? The parking study clearly shows that one of the emptiest lots in all of downtown is the Bank of America lot, right next to 203 S Greensboro. The Town, having set up the Public Parking District, approaches Bank of America and says: “We see you have 35 spaces that are mostly unused during the lunch crush time for restaurants. We have set up a software-managed Public Parking District. We invite you to put ten spaces into the Public Parking District, keeping 25 for yourself. They will be priced to keep them 15% empty. At times of day when they are 15% empty without charging, they will be free. For participating, after covering the cost of managing the system, the Town of Carrboro will provide some of the revenue received from pricing back to your business, and some of the revenue will go to the town to help fund access projects to downtown Carrboro, including Parking Signage and lighting, wayfinding, bike and sidewalk projects, and additional bus service.”

Once you have 10 spaces there, you approach another business- perhaps the lot owned by the folks who own the Clean Machine building. You add the Century Center Lot to the Public Parking District as well, running on the same rules. You keep going from business to business, and others will join. You will **\*FIND\*** additional parking it by freeing it from those private lots. Businesses who are open 9 to 5 can elect only to participate after 5:30 pm. Bars that open at 11 am can elect only to participate to 10:30 am.

This is going to cost orders of magnitude less than additional parking construction, and perhaps bring the Town and businesses revenue. It also means that the proverbial person in a minivan with 3 kids driving from Lake Hogan Farms who wants to park at 203 S Greensboro will **\*ALWAYS\*** find a space. That’s what pricing does. If you’re that parent, are you willing to pay \$1.25 to have a convenient, easy place to park to take your kids into the library. If they can pay by smartphone app, the answer is definitely “YES.”

So stop trying to site decks, and work on freeing private spaces by becoming the leader of a downtown Public Parking District, and invite private partners to join.

5. In terms of the site layout Jim Spencer has created with the space to walk between the buildings, consider whether an upper floor connection for the levels above the ground makes sense. This could provide a sense of enclosure to the space and also make it easier for employees to move around.

6. We’re trying to do economic development, right? Then this building should be five stories. The Level 3 floorplate should be replicated on Level 4, and again on a 5th level. We only have one downtown, and if we are tapering building height to transition to residents on the south side of Carr Street, we are literally reducing the economic capacity of Carrboro’s (population: 20k plus) most productive real estate to honor the aesthetic concerns of maybe 10-12 people. Folks who live



next to downtown should be prepared for the buildings to get taller over time, and to their credit- those who spoke from the Carr Street neighborhood at the meeting seemed to understand this.

Finally, I want to add that it has been challenging to follow this process. Materials have been made available AFTER meetings on line, and I have only been able to get some materials by asking individual aldermen for copies. I tried to go back to the June materials on the Town website to find Mr. Spencer's original presentation, and found nothing on the June meeting item that I needed.

Please work with the staff to improve the timeliness and completeness of these types of major projects' documents, and moving them to the website. In the future, if the documentation is not available online entering a meeting, it's more transparent to punt a week and post things for the community to read.

As always, thanks for reading.  
Yours truly,  
Patrick McDonough

**From:** Altha Cravey [mailto:[altha.cravey@gmail.com](mailto:altha.cravey@gmail.com)]  
**Sent:** Tuesday, October 03, 2017 2:48 PM  
**To:** boa  
**Subject:** library design options and a walkable future for Carrboro

Dear Carrboro Aldermen and decisionmakers - re: design options of East Carr St

I fully support the points Martha Arnold made in her email to our downtown Carrboro neighborhood listserv (below) and would emphasize several neighbors on the listserv support the idea of **making city decisions that are less car-centric** and will encourage other kinds of transportation downtown. These kinds of decisions - if we make them now - will pay off in the future and will help us and help our community move away from traffic congestion, traffic, and help us improve quality of life and help us continue to create the kind of downtown environment that future generations can enjoy and continue to improve.

I can't attend the hearing tonight and so I wanted to chime in here (at the last minute) to support the thoughtful points Martha Arnold made in her post (below). I see this as a crucial decision that can make-or-break our collective future and I appreciate your effort to represent all of us so as to create a city we can all enjoy for many generations to come.

Altha

Altha Cravey  
[101 W. Carr St](#)  
[Carrboro NC 27510](#)  
home ph [919 903-6539](tel:9199036539)

On Sun, Sep 24, 2017 at 3:25 PM, Arnold, Martha S. <[msarnold@email.unc.edu](mailto:msarnold@email.unc.edu)> wrote:  
Dear Jacquie,

Thanks so much for sending the drawings of the proposed library building and parking options. I spent a good amount of time looking at all of them and considering the project itself as well as the impact on surrounding neighborhoods and downtown.

The plans with on-site parking are car-centric, not library focused. The contrast between the much smaller building footprint to the parking deck footprint is startling. What happened to the Carrboro goal of supporting a walkable community? What happened to the town supporting the use alternative transportation including walking, biking and our excellent bus system. This is a town project with a significant opportunity to shape a large area of downtown and to decide whether we support open space, pedestrian friendly and a truly walkable town or encourage more cars and the accompanying congestion and safety issues in this area with very narrow streets and neighborhoods.

All that said, my preference would be the library building with parking off-site and as much dedicated open space as possible: no underground parking on-site and no parking deck on-site. That's page 06. For offsite parking, my preference is 101 Weaver Street, which I think is already the parking lot across the street from the Police/Rec department. That lot could serve the library as well as other businesses. The proposals for building an off-site parking deck abutting a neighborhood - whether the Maple Avenue or Carr Streets neighborhoods - is alarming. Don't do it!

Two general thoughts: We're really fortunate to have the Weaver Street lawn as community space but why not expand our downtown community open space within the new library plan? Second, I remember the months when S. Greensboro St. was closed earlier this year. It was somewhat inconvenient at first but well worth it for the calm, safe period with no cars speeding up and down S. Greensboro St. in this very area of the library site. Shouldn't we really think about the impact of cars moving in and out of the site rather than just about parked cars because that's the real issue for a safe, pedestrian area.

Jacque, thanks again for sending out the site drawings and encouraging us to respond. It's especially important for those of us who live near the site, or bike or walk downtown, to consider the impact and weigh in. Please also send your email and attachment to Vicky Kim ([vickyskim@gmail.com](mailto:vickyskim@gmail.com)) to send out to Maple and Carr neighbors. Thanks.

Regards,  
Martha  
213 Maple Ave.

From: richbircheratty@bellsouth.net [mailto:richbircheratty@bellsouth.net]  
Sent: Tuesday, October 03, 2017 1:42 PM  
To: boa  
Subject: Library Plan

I am a 40 year resident of the town, most of it on Maple Avenue. I admit to being in the "get off my lawn" phase for a while, but please consider these thoughts on the plan options: a parking deck at 201 Maple? Really? A deck anywhere in the area will change the character of the town and not in a good way. The lot on Greensboro across from Century Center is the only place a deck might be appropriate. Bold idea: stop inviting more motor vehicles into downtown Carrboro. Build a library and use the rest of the lot for surface parking, some reserved for library patrons. Thank you for listening

Richard Bircher, Attorney at Law Suite D-2 Carr Mill Mall 200 N Greensboro Street PO Drawer 338  
Carrboro, NC 27510 Phone: 919-967-9278 Fax: 919-967-9278 Mobile: 919-260-2969

**From:** Arnold, Martha S. [mailto:msarnold@email.unc.edu]  
**Sent:** Tuesday, October 03, 2017 9:52 AM  
**To:** boa  
**Subject:** library/parking proposal

Dear Members of the Carrboro Board of Aldermen:

Thank you for the opportunity to respond to the concept drawings of the proposed library building and parking options. I spent a good amount of time looking at all of them and considering the project itself as well as the impact on surrounding neighborhoods and downtown.

The plans with on-site parking are car-centric, not library focused. The contrast between the much smaller building footprint to the parking deck footprint is startling. What happened to the Carrboro goal of supporting a walkable community? What happened to the town supporting the use alternative transportation including walking, biking and our excellent bus system. This is a town project with a significant opportunity to shape a large area of downtown. The decision will determine whether we support open community space, pedestrian friendly areas and a truly walkable town or encourage more cars and the accompanying congestion and safety issues in this area with very narrow streets and neighborhoods.

All that said, my preference would be the library building with parking off-site and as much dedicated open community space as possible: no underground parking on-site and no parking deck on-site. That's page 06. For offsite parking, my preference is 101 Weaver Street, which I think is already the parking lot across the street from the Police/Rec department. That lot could serve the library as well as other businesses. The proposals for building an off-site parking deck abutting a neighborhood - whether the Maple Avenue or Carr Streets neighborhoods - is alarming. Don't do it!

Two general thoughts: We're really fortunate to have the Weaver Street lawn as community space but why not expand our downtown community open space within the new library plan? Contemporary libraries are centers to meet, learn and discuss as well as find books and other media. Adding an outdoor area for formal and informal discussions would be forward thinking and welcome, I think.

Second, I remember the months when S. Greensboro St. was closed earlier this year. It was somewhat inconvenient at first but well worth it for the calm, safe period with no cars speeding up and down S. Greensboro St. in this very area of the library site. Shouldn't we really think about the impact of cars moving in and out of the site rather than just about parked cars because that's the real issue for a safe, pedestrian area.

Thank you for encouraging Carrboro residents to respond. I appreciate your considering my perspective on the library/parking concept proposal.

Regards,

Martha Arnold  
213 Maple Ave./Carrboro

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### **COMMUNITY CLIMATE ACTION PLAN IMPLEMENTATION UPDATE**

The purpose of this item was to update the Board on Community Climate Action Plan implementation efforts.

Trish McGuire, the Town's Planning Administrator, provided the update. She presented the Board with a plaque for gold status for the SolSmart Initiative.

Alderman Haven-O'Donnell stated that beyond having a tree coalition, she would like to quantify how Carolina North and the Bolin Forest contribute to carbon measurements. She requested that the information be included in future measurements and written into future updates. Randy Dodd, the Town's Environmental Planner, stated that the data can be explored.

Alderman Slade stated that that he wants to make sure the town looks into implementing town-owned solar LED streetlights when exploring LED options and seceding from Duke Energy for that provision. He stated that he is looking forward to an update regarding alternative vehicles. He asked for savings that occur related to energy reduction be folded back into future efforts of the plan.

Alderman Seils asked for the Board and the staff to think about social equity throughout the plan and ways to achieve equity goals. He stated that the Town will be relying on the community to help implement the plan and asked staff to be thinking about how that will be integrated into the community.

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### **PAID LEAVE OPTIONS FOR FULL TIME TOWN EMPLOYEES**

The purpose of this item was for the Board to consider various options for paying employees during some or all of the work time missed while on Family and Medical Leave, or other approved leave.

Carol Dorsey, the Town's HR Director, provided the staff presentation. She discussed various forms of leave and the possible combination of the petty-leave and school leave accruals into another vacation day. The Board of Aldermen had no issue with the change of petty leave and school leave into a more broadly useable category.

Kathleen Anderson, part of the Breastfeeding Friendly Communities team, talked about the positive effects of breastfeeding and in favor of the paid leave option to help develop that bond.

Alderman Chaney stated that she would like to see more information about the cost of contracted or temporary staff replacements, overtime, etc., in addition to the cost of the direct benefit to the employee. She also stated that she does not oppose paid parental leave but that she does oppose just paid parental leave and stated that there needs to be leave that can be used by employees that are not child bearing or interested in having children. She stated that she would like for any policy that comes back offer paid leave for those with children and those that do not anticipate having children.

Mayor Lavelle stated that she would like to figure out a way to have paid parental leave and-suggested that the Town help pay the premium for the cost of short-term disability if that provides overall cost-savings for the town.

Alderman Haven-O'Donnell stated that she agrees with Alderman Chaney about the need to be able to provide paid leave for various reasons including child birth and to take care of family. She also stated that she is in favor of sabbatical leave. She suggested a buffet of options that would serve the employees.

Alderman Gist stated that it is important to be clear that parental leave would cover adoption or spouse or partner of the mother as well as the birth mother. She stated that she wants to make sure that the leave is for both parents.

Alderman Seils stated that the policy should be referred to as parental leave. He stated that the Town of Hillsborough directed staff to look into expanding the leave into a broader family leave policy so that employees can take care of other family other than children. He stated that it is very important for employees to hear language that is inclusive and that it be communicated with inclusive language clearly considered.

Alderman Gist asked if any parental leave policies provide for foster care. Alderman Seils stated that his place of work does provide for such and there are examples.

Mayor Lavelle stated that the leave will have staffing impacts.

Alderman Seils stated that it would be interesting to see how Hillsborough is considering the staffing impact when implementing their broader policy.

David Andrews stated that he appreciates the mention of the impact on the workforce because that is one of his concerns.

Mayor Lavelle stated providing parental leave fits with Carrboro's values and that she encourages creative ways to look for cost savings.

Alderman Seils stated that he would be concerned with the gender neutrality with the use of short-term disability leave because it is specifically related to the mother that gives birth and the disability related to that.

Carol Dorsey stated that staff would look into foster care situations for possible inclusion in the paid leave but that it could prove difficult due to the possibility of multiple absences with foster parenting.

Alderman Slade thanked staff for bringing the item to the Board. He asked if people can take six weeks of unpaid leave. Carol Dorsey stated that the FMLA allows for the taking of leave by accrued leave or leave without pay without the risk of losing the job or the status of jobs.

Alderman Gist asked when this would be brought back to the Board.

David Andrews stated that this could be reviewed in January or February but that it would not be available before January.

Alderman Chaney asked that an ordinance dealing with paid parental leave be brought back sooner so that the two employees that can use the parental leave soon can benefit from it.

David Andrews stated that an ordinance will be brought back before the Board's break.

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## **REVIEW AND DISCUSSION OF DRAFT RULES OF PROCEDURE FOR BOARDS AND COMMISSIONS**

The purpose of this item was to allow the Board of Aldermen to review and discuss the draft Rules and Procedures for Boards and Commission. The rules will be included in the Draft Advisory Board Guidelines and brought back to the Board of Aldermen for adoption. There were four policy questions that the Board of Aldermen was asked to address.

1. Should it be explicitly stated that advisory board members must refrain from voting on items that financially impact themselves or their employer in the document?

**MOTION WAS MADE BY ALDERMAN HAVEN-O'DONNELL, SECONDED BY ALDERMAN CHANEY TO INCLUDE LANGUAGE THAT EXPLICITLY STATES THAT ADVISORY BOARD MEMBERS MUST REFRAIN FROM VOTING ON ITEMS THAT FINANCIALLY IMPACT THEMSELVES OR THEIR EMPLOYER IN THE DOCUMENT. VOTE: AFFIRMATIVE ALL**

2. How is the Board of Aldermen Liaison role defined? For example, can board liaison's call or cancel meeting? Influence agendas? Vote? How heavily can or should liaisons participate in discussion of agenda items? As point of information only?

Alderman Chaney stated that she wants to define the roles so there is consistency throughout boards. She read a proposed statement to the Board that defines the role of the liaison. It was requested that Alderman Chaney send that statement to the full Board for their review and to the Town Clerk for inclusion in the policy when it is brought back for adoption.

Mayor Lavelle asked for further information on what advisory boards allow the liaison to vote other than the Greenways Commission.

Alderman Chaney stated that the term "member" should not be associated with the Board of Aldermen liaison position throughout the Town Code.

3. Should all Advisory Board and Commission meetings be audio recorded?

**MOTION WAS MADE BY ALDERMAN HAVEN-O'DONNELL, SECONDED BY ALDERMAN CHANEY TO INCLUDE LANGUAGE TO REQUIRE THAT ADVISORY BOARD AND COMMISSION MEETINGS ARE AUDIO RECORDED AND MAINTAINED UNDER THE PUBLIC RECORDS LAWS OF NORTH CAROLINA. VOTE: AFFIRMATIVE ALL**

4. Remote attendance: (Memo of 7-7-17 attached) Attorney Nick Herman has suggested that the Board of Aldermen decide if consistency in remote participation should be standard throughout the Town Code. If so, he recommends that it mimic the remote participation standards of the Planning Board, due to state law, as shown below:

*At the discretion of the Chair and provided that quorum requirements are otherwise met, a regular member who is unable to attend a meeting due to physical incapacitation or absence from the Town beyond a reasonable travel distance may participate by teleconference, subject to the availability of functioning equipment, and will be considered present but not able to vote. A member wishing to participate by teleconference should contact the Chair at least 24 hours prior to the meeting.*

**MOTION WAS MADE BY ALDERMAN HAVEN-O'DONNELL, SECONDED BY ALDERMAN CHANEY TO INCLUDE LANGUAGE TO ALLOW FOR REMOTE ATTENDANCE AS RECOMMENDED BY THE ATTORNEY. VOTE: AFFIRMATIVE ALL**

Alderman Haven-O'Donnell asked that minutes accurately capture any visitors that make comments during an advisory board meeting.

Alderman Gist asked that the policy include language that prohibits any major changes to an agenda after it has been posted. Alderman Seils stated that he would like for the rules to follow parliamentary procedure. Mayor Lavelle noted that it is hard to think of a situation where an advisory board would have to amend their agenda to include an item in the last minute. Alderman Haven-O'Donnell stated that the changes should be in order only and not content. Alderman Chaney stated that policy additions should not be allowed but that additions to talk about events or things being planned would be ok.

Alderman Slade asked for the policy to clarify public notice.

Catherine Dorando and Nick Herman will work on incorporating the Board's comments into the policy and where necessary, Town Code and LUO, and bring the documents back to the Board at a future meeting.

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### **ADJOURNMENT**

**A MOTION WAS MADE BY ALDERMAN GIST, SECONDED BY ALDERMAN HAVEN-O'DONNELL TO ADJOURN THE MEETING. VOTE: AFFIRMATIVE ALL**