



# Town of Carrboro

301 W. Main St.

Town Hall

Carrboro, NC 27510

## Meeting Minutes

### Board of Aldermen

Tuesday, February 20, 2018

7:30 PM

Board Chambers - Room 110

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

**Also Present:** David Andrews, Town Manager, Rebecca Buzzard, Deputy Town Clerk, Nick Herman, Town Attorney

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

Abigail Browning read "Articulation: An Assay" by Jane Hirshfield.

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#### **CHARGES ISSUED TO ADVISORY BOARD VOLUNTEERS**

Rebecca Buzzard, Deputy Town Clerk, issued charges to the Stormwater Advisory Commission members Robert Dickson, Thomas Hoban, and Michael Paul and Youth Advisory Committee members Zara Waheed and Lena Cohen.

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#### **MAYOR LAVELLE TO WRITE A LETTER TO BUSINESS OWNERS IN CARRBORO THAT SELL GUN MAGAZINES**

Alderman Gist spoke of the horrific mass shooting event that occurred on February 14, 2018 at Major Stoneman Douglass High School in Parkland, FL. She asked that the Town support the young people who literally feel like they are fighting for their lives. It was decided that the Mayor will write to all business owners in Carrboro that have magazines related to guns and ammo and ask them not to sell them or to move them to a less prominent display location.

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**APPROVAL OF PREVIOUS MINUTES OF JANUARY 16, 2018 AND JANUARY 23, 2018**

**MOTION WAS MADE BY ALDERMAN CHANEY, SECONDED BY ALDERMAN FOUSHEE TO APPROVE THE MINUTES OF JANUARY 16, 2018 AND JANUARY 23, 2018, AS AMENDED. VOTE: AFFIRMATIVE ALL**

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**REQUEST TO SET THE PUBLIC HEARING ON 802 & 806 SOUTH MERRITT MILL ROAD  
CONDITIONAL USE DISTRICT REZONING/CONDITIONAL USE PERMIT**

CASA NC submitted an application for an R-2 (CU) conditional use rezoning and conditional use permit (CUP) to allow for the construction of a three-story connected multifamily residential complex on two adjacent properties on Merritt Mill Road. Prior to reaching a decision on these requests, the Board of Aldermen must receive public input.

Alderman Foushee requested that the item also be sent to the Affordable Housing Commission.

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

**A RESOLUTION CALLING A PUBLIC HEARING ON THE PROPOSED CONDITIONAL USE DISTRICT REZONING/CUP AT 802 & 806 SOUTH MERRIT MILL ROAD**

**WHEREAS**, the Carrboro Board of Aldermen seeks to provide ample opportunities for the public to comment on proposed projects; and

**WHEREAS**, an application has been received for a Conditional Use District Rezoning/ Conditional Use Permit for the property located along South Merritt Mill Road, known as 802 and 806 South Merritt Mill Road; and

**WHEREAS**, the application includes a petition to rezone two properties that may be identified by Orange County PINS (#9778-93-1183 and #9778-93-0153) from R-7.5 to R-2-Conditional Use.

**NOW, THEREFORE BE IT RESOLVED** by the Carrboro Board of Aldermen that the Aldermen call a public hearing on March 27, 2018 to discuss the rezoning petition and the proposed project on Merritt Mill Road.

**BE IT FURTHER RESOLVED** that the rezoning petition and conditional use permit application is referred to the Town of Carrboro Planning Board, Affordable Housing Commission, Appearance Commission, Environmental Advisory Board, and the Transportation Advisory Board

**This the 20th day of February, 2018**

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

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

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**AMENDMENT TO CAPITAL PROJECT ORDINANCE FOR THE HOMESTEAD-CHAPEL HILL HIGH SCHOOL MULTI-USE PATH AND AUTHORIZATION FOR CONTRACT AMENDMENT**

The purpose of this item was to provide the Board of Aldermen with an opportunity to consider appropriating \$73,980 from the Bond Fund to the greenway project for additional costs associated with installation of the bridge and to authorize an amendment for this addition.

Attorney Hornik said there was a set of plans and contract awarded to Fred Smith. When Fred Smith got the design, the details were incorrect. Smith had to stop the work and redesign that portion in order to be able to complete the construction. The last six months have been spent negotiating to get the contractor back out there. He stated that this may not be the end of the issue because who’s responsible has not been determined.

Alderman Haven-O’Donnell stated that she will not vote in favor of this as a protest vote.

Alderman Gist stated this project has been plagued by miscommunication and human error. She stated that she will vote against this because she voted against it before and there is no need for it

**A motion was made by Alderman Seils, seconded by Alderman Chaney, that this ordinance be approved.**

**AMENDMENT TO HOMESTEAD CHAPEL HILL HIGH SCHOOL MULTI-USE PATH CAPITAL IMPROVEMENT PROJECT ORDINANCE  
Ordinance No. 14/2017-18**

WHEREAS, the Board of Aldermen has adopted Capital Improvement Project Ordinance No. 7/2015-16 for the Homestead - Chapel Hill HS Multi-Use Path (previously referred to as the Bolin Creek Greenway Phase 1-B); and,

WHEREAS, the Town Manager has executed an amended Supplemental Municipal Agreement with NCDOT for this project; and,

WHEREAS, the project design has been completed and a construction contract has been awarded; and,

WHEREAS, additional funds are now necessary to complete the project based on requirements set by DOT;

NOW, THEREFORE PURSUANT TO N.C.G.S 159-13.2, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO THAT:

- 1.The revenues anticipated to be available to the Town of Carrboro to complete the project are amended as follows:

	<b>Current Budget</b>	<b>Increase (Decrease)</b>	<b>New Budget Authorized</b>
STP-DA Funds	\$ 994,184	\$	\$ 994,184
GO Bond Proceeds	\$ 210,900	\$ 73,980	\$ 284,880
Payment-in lieu	\$ 48,046	\$	\$ 48,046
<b>Total Revenue</b>	<b>\$ 1,253,130</b>	<b>\$ 73,980</b>	<b>\$ 1,327,110</b>

2.The amount appropriated for design, right of way, environmental documentation and construction costs are amended as follows:

	<b>Current Budget</b>	<b>Increase (Decrease)</b>	<b>New Budget Appropriation</b>
Design	\$ 164,569		\$ 164,569
Construction	\$ 1,082,207	\$ 73,980	\$ 1,156,187
ROW	\$ 6,354		\$ 6,354
Contingency	\$ 0		\$ 0
<b>Total Expenses</b>	<b>\$ 1,253,130</b>	<b>\$ 73,980</b>	<b>\$ 1,327,110</b>

3.The revenues and appropriations are authorized for the Homestead-Chapel Hill HS Multi-Use Path Capital Improvement Project until all project activity is completed.

4.The Town Manager is authorized to amend the existing contract with Fred Smith Company, Inc. for additional construction work.

Within five (5) days after this ordinance is adopted, the Town Clerk shall file a copy of this ordinance with the Finance Director and Planning Director.

**This the 20th day of February, 2018.**

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

**Aye:** Mayor Lydia Lavelle, Alderman Sammy Slade, Alderman Barbara Foushee, Alderman Damon Seils, Alderman Bethany Chaney

**Nay:** Alderman Jacquelyn Gist, Alderman Randee Haven-O’Donnell

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**COMMENTS ON THE 2045 DCHC MPO METROPOLITAN TRANSPORTATION PLAN**

The purpose of this agenda item was to provide the Board of Aldermen with an opportunity to receive a presentation on the draft 2045 Metropolitan Transportation Plan, and to prepare comments that will be forwarded to the MPO Board during the public comment period.

Tina Moon, the Town’s Planning Administrator, provided the staff report. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is in the process of finalizing the 2045 Metropolitan Transportation Plan (MTP) to guide transportation investment in the western half of the Triangle region during the next thirty years. The DCHC MPO area includes all of Durham County, a portion of Orange County including the towns of Chapel Hill, Carrboro and Hillsborough, and northeast Chatham County. The draft report was released for public comment on January 10<sup>th</sup> and will remain open until March 2<sup>nd</sup>. The DCHC MPO Board is scheduled to vote on whether to adopt the 2045 MTP at its March 14<sup>th</sup> regular meeting. The MTP lists highway, transit and bike-ped transportation projects to address future transportation infrastructure needs. Unlike the aspirational Comprehensive Transportation Plan (CTP), the MTP is fiscally constrained and a federal requirement for MPOs. Projects must be included in the MTP for consideration in the prioritization process for the State Transportation Improvement Program (STIP). The plan will be updated every five years.

The projects of primary interest to Carrboro are:

**Highway –**

- 1) 2025 - Modernization of two lanes NC 54 from Old Fayetteville to MPO Boundary (west end) – TIP R-5821A. The NC 54 Corridor Study will inform the ongoing NEPA analysis for this active TIP project
- 2) 2035 – Modernization of Homestead Road from Old NC 86 to Rogers Road (anticipated turn lanes and bike/ped improvements)
- 3) 2035 – Lake Hogan Farms Road from Eubanks Road to Legends Way (new two lane roadway with bike/ped)

**Bike and Pedestrian –**

The MTP does not specifically list all bicycle and pedestrian projects, deferring to local plans for that purpose, but it does speak to regional connections with identified routes within a general zone of connection.

- 1) Regional Routes that result in connections between Carrboro and Chapel Hill – five routes are noted, including a carryover reference to “Bolin Creek Trail (off-road).”
- 2) Regional Routes that result in connections between Carrboro, Chapel Hill, and Hillsborough- one route is noted, Columbia Street/NC 86. There may be interest in also including a regional connection to Hillsborough via Old NC 86. A comment in the draft resolution speaks to this interest.

In response to a question from Alderman Gist, Tina Moon explained that all projects included in the list have to go through a prioritization process. Mayor Lavelle clarified that this is the same process as in the past and that the projects are not funded until approval and endorsement by the Board of Aldermen.

Alderman Haven-O’Donnell suggested changing the “off-road” section of the Bolin Creek Trail to “adjacent to the road” but other Board members were not ready to make that change without a public hearing.

Mayor Lavelle noted that she did not see Rogers Road to Eubanks listed and that the Town with other jurisdictions could be more proactive with this route, especially with bicycle design along Eubanks Road, particularly with recent County construction on that road. Tina Moon stated that she will reach out to Orange County to discuss.

Alderman Seils asked if the county is interested in doing something with the Millhouse Road property and making a connection.

Alderman Foushee questioned if the 2040 meets the requirements and goal of ensuring equity, participation, and environmental justice. She questioned notice, participation, and project placement.

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

A RESOLUTION AUTHORIZING THE SUBMITTAL OF RECOMMENDATIONS ON THE 2045 METROPOLITAN TRANSPORTATION PLAN FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

WHEREAS, all MPOs are federally mandated to prepare Metropolitan Transportation Plans

(MTP) every five years to address future transportation infrastructure needs; and

WHEREAS, transportation projects must be included in the MTP to be eligible for submission to the SPOT process; and

WHEREAS, the draft DCHC MPO MTP includes a list of recommended highway, bicycle, and pedestrian projects for the MPO including projects for the Town of Carrboro; and

WHEREAS, the public comment period for the 2045 MTP Report was opened on January 10, 2018 and will remain open until March 2, 2018.

NOW, THEREFORE, BE IT RESOLVED by the Carrboro Board of Aldermen that the Board authorizes that the following comments be conveyed on behalf of the Town:

- 1) The Board of Aldermen supports transit improvements and is pleased to see the proposed extension of the Durham-Orange Light Rail Project to the Town of Carrboro during the last third of the 2045 MTP planning period.
- 2) Continued pursuit of other forms of transit expansion such as the proposed Chapel Hill North-South Corridor Bus Rapid Transit is likewise encouraged and supported.
- 3) The Town supports the corridor studies along NC Highway 54 from Chapel Hill to Graham to identify the most appropriate cross-section improvements for the desired future land uses as well as long term multi-modal travel.
- 4) The Town strongly supports bike-ped projects that will provide improved regional connections to Chapel Hill, Chatham County, Durham, Hillsborough, and beyond, and would like to add to the MTP as an option to the proposed connection from Carrboro to Hillsborough via “new” NC 86, a bike-ped facility along “old” NC 86, from Old Fayetteville Road in Carrboro to Orange Grove Road in Hillsborough.

**This the 20th day of February, 2018.**

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

**Aye:** Mayor Lydia Lavelle, Alderman Sammy Slade, Alderman Barbara Foushee, Alderman Damon Seils, Alderman Bethany Chaney

**Nay:** Alderman Jacquelyn Gist, Alderman Randee Haven-O’Donnell

During the March 7, 2018 Board Meeting, the Board directed the Clerk to include the following emails in the February 20, 2018 meeting minutes. The emails are from citizens that attended the February 20, 2018 Board of Aldermen meeting under the assumption they could provide comments to the Board of Aldermen on the 2045 DCHC MPO MTP, but due to oversight they were not called to speak. The emails were later sent to Town of Carrboro staff and the MPO staff. The Board recognized on March 7 that inserting the emails is not normal practice as they appear within the public record in any event, but they agreed to do so in this instance due to the oversight.

**From:** Tom Cors <[tomcors@gmail.com](mailto:tomcors@gmail.com)>

**Date:** Friday, March 2, 2018 at 2:48 PM

**To:** <[boa@townofcarrboro.org](mailto:boa@townofcarrboro.org)>, <[cdorando@townofcarrboro.org](mailto:cdorando@townofcarrboro.org)>, <[cmoon@townofcarrboro.org](mailto:cmoon@townofcarrboro.org)>, <[Andrew.Henry@durhamnc.gov](mailto:Andrew.Henry@durhamnc.gov)>

**Subject:** Bolin Creek Paved Trail

Dear Carrboro Board,

I attended the meeting the other week about adding the paved Bolin Creek Trail to the MTP, and since there was not public comment, I am writing my thoughts here. Thank you for the opportunity!

There are three items to consider as you evaluate how you would like to proceed on a north-south bicycle connector. Science, transportation purpose and need, and community input. All three of those will guide you to pursue a Seawell School alignment and to abandon the extremely contentious creekside paved trail that has divided Carrboro for far too long. Accordingly, please remove that paved creek trail reference from the MTP's Appendix 4 since there has not been any public discussion of that item.

Science tells us there shouldn't be clearing and pavement next to riparian areas. Loss of tree canopy provides more sunlight, more invasives and warmer creek water which degrades an already severely impaired creek. Also, as evidenced by the greenway along Umstead, pavement adjacent to a creek will be severely flooded, even more so with climate change. With that flooding will come scouring and that greenway will perpetually need maintenance, as Chapel Hill has already experienced. Further, the wonderful community led efforts to remove invasives are focused in the Chapel Hill Greenway between Airport Road and the community – why? Because that tree canopy was removed.

The purpose of a greenway should connect important community hubs. The Chapel Hill School complex, Carolina North and Carrboro should be connected. Why is Carrboro building a greenway along the creek that will funnel users to Chapel Hill instead of supporting downtown Carrboro businesses? As your planner noted the other night, a greenway along the rail corridor would be accessible and drive traffic into downtown Carrboro. Not University Mall. A greenway alongside Seawell road is the first step. The more difficult task is how to connect from where the greenway would cross Seawell and then get into Carrboro. Given the success of the Libba Cotton trail, I believe it is doable. Talks with the University and the rail company could produce a win the town would be lauded for. A paved trail along the creek does not connect hubs and will be more expensive to build and maintain. Also, Carrboro neighborhoods along the creek go to Carrboro Elementary School and McDougle Elementary School and to McDougle Middle School. Students bike currently to those schools on the neighborhood roads that are wonderful bike corridors themselves. The students in these neighborhoods are not districted to Seawell Elementary as it seems the Board may suggest by saying that students will need a paved creek trail to bike to school on. A small handful of Carrboro kids in the Bolin Forest neighborhood are districted to Smith Middle School and some bike on the current creek trail. Kids are accustomed to

using the dirt trail for recreation and the few who are districted for Smith get to school using the trail do so already as so many other bikers already are doing!

Finally, the more elusive community input issue. First off, baking a creekside trail into a transportation plan when you all said there would be a community process to decide the future of Bolin Creek does not reflect Carrboro values of inclusion and democratic process. The board pledged, after the 1B fiasco and cost overruns, that any further talks of a creekside paved trail would be only after an open community process. What changed? I frankly am still smarting that you all shut down our youth on that issue, despite a compromise route was in fact possible. Apparently, the threat of lost funding there was a red herring as that project still labors on well beyond what was presented at the time. What other issue has brought that many kids to repeated BOA meetings speaking with such passion? Our youth need encouragement in dismal times for them (As I write, I just received a message of an air pistol at Chapel Hill High School). Please provide that for them by showing them their voices matter and not running roughshod over them as you did over the cross country course trail issue.

Given that PH Craig will be clearcutting a large portion his property, you are going to have a community fed up with environmental destruction – which will be exacerbated by deciding to pave along the creek. I urge you to not ignore science, sound transportation linkages and an outpouring of community opposition to a creekside paved route. Please remove the paved creek trail from Appendix 4.

Respectfully,

Tom Cors  
Carrboro, NC

**From:** Bob Proctor [mailto:bobpro@unc.edu]  
**Sent:** Friday, March 02, 2018 5:51 PM  
**To:** Steve.Schewel@durhamnc.gov; Henry, Andrew  
**Cc:** boa; Christina Moon; Patricia J. McGuire; David Andrews; Catherine Dorando  
**Subject:** MPO/MTP Controversial Carrboro Bolin Creek Trail Boondoggle

To: Durham Mayor Schewel and Durham Planning's Mr. Henry for the MPO  
CC: Carrboro: Aldermen, Town Manager, Planning's McQuire & Moon, Clerk  
BCC: OCG Sierra Club: Co-Chair Felsher, Conservation Chair Ferster  
BCC: Haw River Keepers Sutton & Chiosso  
BCC: Friends of Bolin Creek: McClintock, Cors, Paul, Cook, McClurer, Sonis, Haac, Morris, Anderson, Petersen, Grimshaw, Benedict

For transit purposes, it would be a waste of federal funds to place a bike path near Carrboro's Bolin Creek. Mr. Henry's 3/1/18 response to Shelby Anderson indicated that a paved "Bolin Creek Trail" was recently re-included in Appendix 4 of the 2045 MTP to potentially (if built) facilitate non-motorized travel as a regional connection between Carrboro and Chapel Hill.

Mr. Henry: Please include this email in the MPO/MTP Comments record.



Mayor Schewel: Congratulation on your recent election! At some level, all federal transit dollars are shared. You will be appointing the Durham representatives to the MPO, which will divvy up the DCHC pot of transit funds. Your past ownership of the Indy indicates that you have an acute sense for environmental social justice, concern for protecting the environment, and an interest in proper government procedures. The oversight of the neutral Durham reps on the MPO can provide a valuable check on local misjudgements in Orange County.

I have commuted by bike daily for over 40 years. As an avid bike commuter and an analytic person (UNC math prof), for decades I have talked with co-workers and closely read articles concerning (non-)bike commuting: Why? Why not? In 1987 when I was hired here, I mail ordered the USGS topo map of Carrboro/Chapel Hill before choosing my residence. Since then, I have acquired 30 years of familiarity with the Seawell-Bolin vicinity and with the residential and workplace patterns in CH-C. The residential starting points along Homestead tend to be at +500 foot elevation, as is the entire UNC-Franklin-Main Street corridor of terminating workplaces. The longer a path would hug the creek, the deeper into a 100+ foot hole it will descend. This would make the four mile commute to campus infeasible in this climate .. Chapel \*Hill\* is aptly named!

Some years ago, Carrboro Parks and Rec staff casually sketched a bike path that hugged Bolin Creek from Estes to Homestead. Since then, a small group of Carrboro Town Hall people has been determined to maintain a "grandfathered pre-existing seniority bias" in favor of this crazy concept. But dozens of the most knowledgeable people have pointed out many defects in, and many negative impacts of, this plan over the years.

A valuable window to fully-democratically update Appendix 4 of the MTP was lost last month. The purpose of the Aldermen's review and re-submission process in February was to update this long term plan to reflect current knowledge and community viewpoints. The extent to which current public input failed to be solicited was "disappointing". One knowledgeable observer said that Chapel Hill would have never re-submitted the plan without first having provided for a public hearing. Some who attended the February 20 meeting of the Aldermen assumed that they could speak. In her presentation, the staff member did not give any indication of how citizens could comment. Then there was a slight delay in responding to my next-evening e-query of how to submit comments. Was this delay caused by internal emailing .. i.e. was the provision for public comments here cobbled together belatedly? There was no publicity that I know of.

The bias of the majority of the Aldermen was evidenced on the 20th: A motion to shift the language of Appendix 4 to a less-prejudicial wording was voted down 5-2 after an abrupt end to the discussion; this curt dismissal seemed to be based upon some mysterious "freeze" pretext. The language "Bolin Creek Trail" could have been replaced (if I could have spoken) with the more neutral "Seawell/Bolin North-South Bike Connector". This would have appropriately set a neutral stage for a community discussion later this year. Instead, the people who are concerned about routes along the creek are put into the defensive position of opposing a pre-existing plan whose provenance is illegitimate.

Over the years, the rationale for paving along the creek has continually shifted. First, it was to prevent erosion. Once this was debunked, the rationale was shifted to transit and to thereby reduce carbon emissions. One of the largest global sources of carbon is the creation of portland cement. Given what a lousy commuting route this path would provide, it's impossible to imagine that the carbon generated during its construction would be amortized in the ten or so years between the completion of construction and the start of the era of solar and shared electric car-pods. Those new technologies will render the carbon angle moot. Now that superior alternate north-south routes (such as bike boulevards or a Seawell off-road plan) have been pointed out, the current reason d'jour appears to be playing the "access" card .. appropriating concern for wheelchair-using folks to this political end, perhaps without consulting them first to hear firsthand what their priorities for public funds are.

The two wheelchair users I know do not seek paving along the creek. At least one of them has no interest because of the potential for being stranded out in the middle of woods. She would rather see a tiny fraction of the funds spent to improve her daily access within town. The topography surrounding the creek and the paucity of levelly-nearby roads would make getting onto the trail an expensive engineering challenge, with elaborate access roads and/or ramping. (It's crazy to contemplate any aspect of this project by drawing on a merely \*2\* dimensional map with a magic marker: Topography is Destiny!) The handicapped parking spots at the western end of the new Umstead portion are on Carrboro's doorstep, and they provide excellent quick level access to this new portion. The absence over 30 years of suitable handicapped parking for the original 1980's asphalt portion of Chapel Hill's Bolin path indicates a lack of interest from wheelchair users; had there been sufficient demand two such spaces could have been easily created off of Bolinwood decades ago.

Paving along the creek would be socially unjust: Putting two football fields' worth of pavement along the creek will increase the severity of the existing flooding of downstream affordable housing near University Mall. It would undercut the manifold efforts over the decades of Orange county jurisdictions for preserving downstream water quality, which have sacrificed sales tax revenues to neighboring counties.

Carrboro's Bolin Creek ecosystem is still vibrant. The presence of the apex species mink and beaver along the creek indicate that this portion of the creek is still healthy. As our metro area density increases, this land could continue to provide a valuable waystation for migratory birds. Two elementary schools are quite close to the creek. As people become more and more indoors-oriented, it will be valuable to have some robust nature close at hand for environmental educators. Carrboro purports to be a "Tree City USA", and the aldermen have fussed greatly over the losses of a few trees here or there from business activities. Construction of a bike path anywhere near Bolin Creek would likely destroy hundreds of trees.

Once the UNC power plant stops burning coal (Chancellor Thorpe was aiming for 2020), the Carrboro rail spur will become obsolete .. burning wood pellets would be economically infeasible and environmentally disastrous. Since rail routes are chosen for being level, re-purposing the rail bed to become a bike path would provide a superior north-south connection close to Bolin Creek.

The only possible rationale for paving a path along the creek would be to provide for the recreation of people who don't like to walk on dirt. But such a facility would be redundant with the adjacent new Umstead portion. Hundreds of people already enjoy this natural concrete-free environment inside our town, and many more would enjoy it as-is if the Town bothered to publicize it, promote it, and to provide visible parking. This would cost comparatively nothing. This natural space provides a welcome healing respite from our urban environment. It is far healthier long term to run on an irregular dirt surface with a bit of slippage, than to repeatedly pound the joints in a repetitive foot-stopping motion. In addition to joggers, mountain bikers already enjoy the dirt road as-is: For many years there have already been plenty of bikes in Bolin Woods .. those that have appropriately wide tires!

Sincerely yours,  
Bob Proctor  
119 Fidelity St. Unit C1  
Carrboro, NC 27510

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### **LLOYD-BROAD NEIGHBORHOOD PRESENTATION ON COMMUNITY CONCERNS**

The purpose of this agenda item was to provide the Board of Aldermen with an opportunity to receive a presentation from residents of the Lloyd-Broad neighborhood.

Trish McGuire, the Town's Planning Director provided a brief introduction.

Leo Gaev and Mathew Farrington represented the Lloyd/Broad neighborhood association. They stated that the most important issue is student development and the resulting impact. They stated that the Northside neighborhood is undergoing "studentification" and that Chapel Hill has created rules and ordinances to prevent this. They requested that the Board consider the same approach. They asked to have a zoning overlay district in their neighborhood to apply a uniform set of rules. They stated that student occupation and parking are issues; as well as home size, neighborhood fit, and affordability.

Hudson Vaughn talked to the Board about home sizes and the definition of "family" that has broadened and would be acceptable in the overlay zone.

Clem Self stated that the community is becoming unaffordable and overpowered by investors. She expressed concern over the parking and lack of enforcement and asked the Town to meet with the Jackson Center to see how they have handled this in the Northside neighborhood.

Billy Jackson stated that he lives next door to the 308 Lloyd project and that they have noise violations, lead paint issues and that the state government is the only agency reacting but still nothing is being done. He asked for protective zoning before it is too late.

Carolyn Stroud asked for the police to enforce the parking on Starlight and in the neighborhood.

Willy Scroggs stated that he supports the request for an overlay zone.

Reid Palmer stated that the parking issue needs to be addressed along with the size of the homes.

Dorothy Alston stated that, as a bus driver for the school system, she has trouble getting the bus through

the streets due to parking.

Evan Makfield stated that the sense of community is being stripped away with the home sizes and changes.

Alderman Seils asked for future information on rental registries and what other communities are doing.

Nick Herman stated that he is working on an ordinance related to occupancy limits.

David Andrews, Town Manager, in response to a question from Alderman Gist, stated that the research is working on an ordinance that would be town-wide but that does not slow down the neighborhood action.

Chief Walter Horton stated that the Police Department will work on parking issues and that it has to be done town-wide.

Mayor Lavelle requested that neighborhoods be notified when items are coming up on an agenda.

MOTION WAS MADE BY ALDERMAN SLADE, SECONDED BY ALDERMAN FOUSHEE TO FORWARD THE LLOYD NEIGHBORS RECOMMENDATIONS TO TOWN STAFF FOR TRIAGE AND TO PROVIDE A TIMEFRAME FOR WHEN ITEMS ALREADY UNDERWAY AND ITEMS REMAINING MAY BE ADDRESSED AND TO REPORT BACK AT A FUTURE BOARD MEETING, WITH TIMING OF THE ESSENCE. VOTE: AFFIRMATIVE ALL

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**CONSIDER POLICY TO WAIVE FEES FOR AFFORDABLE HOUSING PROJECTS**

The purpose of the agenda item was for the Board to consider the current policy adopted in 2002 to allow waiver of permit fees on affordable housing projects.

Annette Stone, the Economic and Community Development Director, provided the staff report. The Town was approached by CASA to waive permit fees for the affordable rental housing project that is being developed on Merritt Mill Road.

**MOTION WAS MADE BY ALDERMAN CHANEY, SECONDED BY ALDERMAN FOUSHEE FOR STAFF TO COME BACK WITH A BLANKET POLICY THAT IS SIMILAR TO CHAPEL HILL. VOTE: AFFIRMATIVE ALL**

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**CLOSED SESSION PURSUANT TO NCGS 143-318.11 (A) (5)**

**MOTION WAS MADE BY ALDERMAN SEILS, SECONDED BY ALDERMAN CHANEY TO ENTER INTO CLOSED SESSION PURSUANT TO NCGS 143-318.11(A)(5). VOTE: AFFIRMATIVE ALL**

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**OPEN SESSION**

**MOTION WAS MADE BY ALDERMAN SEILS, SECONDED BY ALDERMAN FOUSHEE TO ENTER INTO OPEN SESSION. VOTE: AFFIRMATIVE ALL**

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**ADJOURNMENT**

**A MOTION WAS MADE BY ALDERMAN CHANEY, SECONDED BY ALDERMAN SLADE  
TO ADJOURN THE MEETING. VOTE: AFFIRMATIVE ALL**