



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

# **Town of Carrboro**

## **Meeting Minutes**

### **Board of Aldermen**

**Tuesday, June 11, 2019**

**7:00 PM**

**Board Chambers - Room 110**

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

**Also Present:** Rebecca Buzzard, Acting Town Manager; Chris Milner, Deputy Town Clerk; Robert Hornik, Town Attorney

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#### **POETRY READING**

Fred Joiner, Carrboro Poet Laureate, read a poem by Amir Rabiya, titled "Cactus Flower."

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#### **PROCLAMATION – POLLINATOR WEEK**

Mayor Lavelle proclaimed June 17<sup>th</sup> through June 23<sup>rd</sup>, 2019 as "Pollinator Week" in the Town of Carrboro.

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

Martina Morrow, resident of 109 Starlite Dr., spoke with the Board about safety issues on her street. She said the street is narrow and people park on both sides. She stated that the Town put up "No Parking" signs when youth were gathered on the street while mourning the death of a friend. She felt this was a tacky thing for the Town to do. She said the signs are still there, but students still park on the street. She also said that many motorists drive in a fast and dangerous manner on the street. She asked for speed bumps and places set aside for people to park, possibly including some resident-only parking.

She said it is not just students, but there are issues when there are parades and public events.

Alderman Seils asked about the “No Parking” signs.

Martrina Morrow said the signs are there, but they are not enforced. She said the residents have trouble parking because many non-residents park on their street.

Alderman Haven-O’Donnell clarified that she was requesting resident-only parking.

Martrina Morrow confirmed that the residents want this, along with speed bumps.

Addie Wilson, a resident of 104 Starlite Dr., spoke with the Board about speeding on Starlite Dr. She also noted that there is a privacy fence at the end of the street, but she was not allowed to have a privacy fence because she was told it was a blind spot. She suggested putting a mirror on the street so people can see around the curve. She also said the speed limit sign is hard to see. She asked for speed bumps and said residents have been asking for this for ten years, but the residents were told that Starlite Dr. does not have enough traffic to justify putting in speed bumps. She said the street is used as a shortcut by many people.

Barbary Wall, resident of 102 Starlite Dr., spoke with the Board about two people who ride wheelchairs on Starlite Dr. She said that nobody drives the speed limit, most drive much faster. She also spoke about people who walk dogs but do not pick up the dog’s waste.

**MOTION WAS MADE BY ALDERMAN GIST, SECONDED BY ALDERMAN FOUSHEE, DIRECTING STAFF TO HELP THE RESIDENTS OF STARLITE DRIVE EXPEDITE THE INSTALLATION OF TRAFFIC CALMING MEASURES SUCH AS SPEED BUMPS, EVALUATE THE LOCATION OF THE SPEED LIMIT SIGN, CONSIDER ADDING A MIRROR TO AID VISIBILITY AROUND A SHARP TURN, PUT UP A SIGN DIRECTING PEOPLE TO PICK UP AFTER THEIR DOGS, LOOK INTO RESIDENT-ONLY PARKING, ADDRESS PARKING AND DOG WALKING WITH THE UNIVERSITY OF NORTH CAROLINA AS PART OF THE GOOD NEIGHBOR INITIATIVE, DETERMINE WHETHER A REQUESTED PRIVACY FENCE IS IN ACCORDANCE WITH THE TOWN CODE. VOTE: AFFIRMATIVE ALL.**

Alderman Gist asked that staff provide an update on the status of the items in this motion after the summer break.

Jen Buxton, Communications and Engagement Specialist with the Orange County Partnership for Young Children, spoke with the Board about a children’s art contest that is being sponsored by the organization. Some of this artwork is currently on display in the boardroom.

Cemil Aydin, a resident of Roger Cook Circle, spoke to the Board about his garden. He has been growing a garden with the goal of keeping it natural, bee-friendly and butterfly friendly. A neighbor recently complained that the yard was not being properly maintained. He also received a notice from the Fire Marshall stating that his garden violated the Town Code and posed a risk due to the “noxious weeds.” Cemil Aydin said he wrote to the Fire Marshall to explain his intent for the garden, but never heard back. The Fire Marshall sent another notice warning of a \$25 per day fine if the wildflower garden is not brought up to code. He suggested that the Town Code be reviewed to ensure it meets the intent of current visions for natural landscaping in Carrboro. Cemil Aydin volunteered to help with this process. He also raised concerns about the process of notification. The complaint against him was anonymous

and his attempts to communicate with the Fire Marshall were unsuccessful. However, he was pleased with the quick response he received from members of the Board. He summarized his comments by saying that the Town Code needs to be updated and implementation of the Town Code needs to be improved.

Alderman Seils said the Board had heard back from the Town Manager and were told that the issue has been put on hold until it can be looked into further.

Alderman Foushee asked whether Cemil Aydin has neighbors or if his house is isolated.

Cemil Aydin said he does have neighbors. He further said the Homeowners Association (HOA) does not have any rules about cutting grass. He said the HOA supported his plan for a wildflower garden, and he has also informed them of his plan to not use pesticides. He clarified that his yard is not being neglected. He also suggested that if the Fire Marshall had spoken with him earlier, some of the problems could have been avoided, but he understands that a complaint triggers an automatic response.

Alderman Foushee asked for clarification about the certification of the neighborhood.

Cemil Aydin said his neighborhood has a natural wildlife certification and noted that there is a movement to create piedmont Carolina patches of wildlife in the Town.

Alderman Haven-O'Donnell stated that when she was the Board liaison to the Environmental Advisory Board (EAB) an issue they supported, as did the Board, was xeriscaping and looking to create gardens like Cemil Aydin's. She felt that Cemil Aydin might have been caught between the intent of what the Board wants to do compared to what is on the books. She asked Trish McGuire, Planning Director, to look into this.

Terri Buckner spoke with the Board about the proposed Meadow Flats development. She recounted discussions about this issue that occurred at the previous Board meeting. She said there was a suggestion made by a fellow resident, Johnny Randall, that the property be purchased rather than developed. She said that Omar Zinn, a developer, said this made sense. She saw this as an indication that Omar Zinn might want to sell the property instead of developing it. She noted that Omar Zinn is currently on vacation and could not be reached for follow up. She said a fellow resident was going to speak with Omar Zinn about putting the annexation discussion that was scheduled for the June 25<sup>th</sup> Board meeting on hold so the residents could discuss the purchase option with Omar Zinn. She stated that she was officially petitioning the Board to delay the June 25<sup>th</sup> annexation vote to give residents time to address the purchase option with Omar Zinn. She felt that the price would increase after annexation.

Mayor Lavelle asked whether Omar Zinn's brother was available.

Terri Buckner said the residents did not feel comfortable talking with anyone without talking to the Board first to see if it is something the Board would consider.

Alderman Seils spoke about the process. He said it is not entirely clear to him why annexation will be considered at that time.

Trish McGuire said the Zinn's property is in Transition Area 2 of the Town's jurisdiction, so it is part of the joint planning area. If the re-zoning goes forward without annexation it would be a joint decision between the Board of County Commissioners and the Board of Aldermen. She clarified that the process is what is expected in the joint plan.

Alderman Seils clarified that this is due to the issue being a zoning decision rather than a permit application.

Trish McGuire said that was true.

Mayor Lavelle asked whether a delay would impact the public hearing on this matter that is currently scheduled for the end of September.

Trish McGuire said a decision in early September would be OK.

Alderman Seils said he does not see any problem with keeping it on the agenda as scheduled since there is no obligation to make a decision. He felt there was nothing to lose by keeping it where it is.

Mayor Lavelle said that the vote could be postponed if needed.

Alderman Chaney asked if the Town asked for a Clean Water Management Fund grant, would the property need to be annexed or would it be an Orange County issue.

Trish McGuire said she believed it would be an Orange County issue.

Alderman Chaney said she was uncomfortable with making any binding decision because it would be blindsiding the developer, even having this conversation without the developer's knowledge might be troubling for some people. She wanted to know as soon as she could whether there was interest from the developer. She also asked about why Duke University never offered to purchase that land. She said that she is happy to see public money used for a public purpose, but also sees Duke as a private property owner, and if is concerned about this area, it should offer resources. She felt it might be worth engaging, at a high level, if the owner is interested in this, to see what the possibilities might be.

Alderman Haven-O'Donnell asked Terri Buckner to clarify which others would be interested in making the purchase.

Terri Buckner said they have not reached out to anyone yet, they want to discuss this with Omar Zinn first and ensure he is serious about the option. In the meantime they have reached out to agencies that make purchases like this such as the Orange County Lands Legacy Program, Duke University. She pointed out that there is a difference between Duke University and the Duke Research Group. She stated that this will not be a fast process.

Lisa Brown, a neighbor of Meadow Flats, provided clarification on Duke University and Duke Forest. She said she believes that Duke Forest is its own entity, she does not know what kind of money Duke Forest has, but she does know that the reason Duke has not come faster into this issue is because they were unaware of it, other than through messages she sent herself. She said the Duke Forest staff has been impacted by recent pregnancies and births, plus a letter regarding this issue was routed incorrectly. She summed up this issue by saying the two issues were: Duke did not know, and it is not time to talk to Duke, yet. She also pointed out the distinction between Duke University and the Duke Endowment.

Trish McGuire told the Board that Omar Zinn was planning to be back in town for the meeting on June 25<sup>th</sup>.

Alderman Slade spoke about the issue of blindsiding the developer. He suggested that the developer

might be less receptive to the purchase option if he hears that consideration of annexation was terminated because of Terri Buckner's petition.

Terri Buckner expressed agreement with this but also pointed out that waiting until the night of the annexation to notify him of the change would also put him in a bad mood. She supported the plan for the residents, the Board, or both, to call Omar Zinn and discuss this before the meeting on June 25<sup>th</sup>. She stated the residents want to work with everybody to ensure that no one feels like they have been discounted in any way.

Mayor Lavelle asked staff to think through whether to notify Omar Zinn. She also stated that the Board could postpone the vote that night.

Alderman Haven-O'Donnell asked whether there was anything preventing Johnny Randall from following up with Omar Zinn.

Terri Buckner said he has already reached out to Omar Zinn.

There were no further comments from the floor.

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### **APPROVAL OF MAY 28 AND JUNE 4, 2019 MEETING MINUTES**

Per the request of Mayor Lavelle and Alderman Slade, this item was tabled until next week.

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### **UPDATE ON CENSUS 2020**

The purpose of this item was to provide the Board of Aldermen with an update on Census 2020.

Trish McGuire, Planning Director, presented the staff report on this agenda item. She discussed the Town's initiatives aimed at ensuring an accurate count. These include:

- Training
- Updating maps
- Providing all Town addresses to the Census
- Ensuring boundaries of Census blocks are updated and accurate

She said the Board of County Commissioners has established a Complete Count Committee and has requested participation from the Town and suggested picking the Mayor (or designee) and the Communications Director. She also said that someone from the Planning Department would be happy to participate in the process if it is helpful to the Board.

Alderman Seils addressed the issue of the citizenship question that might be added to the census. He noted the large proportion of residents of Carrboro that were born outside the United States, approximately 30% according to the previous census, and highlighted the significance of this as a challenge that must be considered by whomever is chosen to represent Carrboro on the Complete Count Committee.

Mayor Lavelle said she would be happy to serve on the Committee but asked whether there were any other volunteers from the Board.

Alderman Foushee and Alderman Seils expressed an interest in volunteering to serve on the Complete Count Committee. It was suggested that Alderman Foushee be appointed as the representative and that Alderman Seils be appointed as an alternate. There was consensus amongst the Board in support of this suggestion.

A motion was made by Alderman Gist to support Alderman Foushee as the member and Alderman Seils as the alternate. A unanimous vote was then captured without a second being made to the motion.

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### **BICYCLE PLAN UPDATE – PROGRESS REPORT, PLAN OUTLINE, AND NETWORK RECOMMENDATIONS**

The purpose of this agenda item was to provide the Board of Aldermen the outline of the Bicycle Plan Update and the Network Recommendations; the latter of which have been presented to the Plan’s Steering Committee and the Transportation Advisory Board.

Zach Hallock, Transportation Planner, presented the staff report on this agenda item.

Mayor Lavelle asked about the bicycle network recommendations that were provided in the report and wanted to know the source of the recommendations and how they were derived.

Zach Hallock said the recommendations were based on the level of traffic stress and where connections need to be made.

Alderman Gist noted that sometimes reports are taken to be policy and wanted to confirm that by receiving the recommendations, the Board will not be approving these as policy.

Mayor Lavelle suggested that this was a matter for the Board to decide when the report is complete.

Alderman Slade wanted to know the extent to which the updated plan is informed by the previous plan and whether this plan is building off things that were identified in the previous map.

Zach Hallock said the previous recommendations were taken into consideration. He stated that staff has some comments they need to direct to the consultant regarding the outline of questioning and comments from the Transportation Advisory Board (TAB). Staff will also request better details about how the plan was developed, specifically about how they determined the level of traffic stress and the underlying framework for identifying and prioritizing the improvements.

Alderman Haven-O’Donnell stated that one of the pieces missing is a goal of coupling bicycles with other multi-modal transportations options. She specifically suggested considering providing adult trike-bikes at Martin Luther King Park and Lloyd Farms, and also make them available for use in getting to and from downtown locations. She requested an update on her concerns about how the survey was framed. In particular, she felt that the residency question of “15 years plus” should be expanded to better capture the opinions of long-term residents. She also suggested including specific reference to trike-bikes and electric bikes rather than assume that respondents will address these in the “other” category of the survey. She encouraged all residents to take the survey, not just people who are avid bicyclists.

Alderman Foushee called attention to TAB comments, specifically the first comment which states “the draft network map is very busy and can be difficult to interpret.” She asked whether there was an effort to make the map more user-friendly.

Zach Hallock replied that the map includes many things, some of which are “pie in the sky” and others are more realistic priorities. He provided some examples of how the information is broken down in the map and provide users with a variety of options. He said the information could be manipulated so people could more easily interpret it.

Alderman Foushee then asked about the TAB’s comment regarding a pedestrian plan, this comment suggested that the two modes of transportation are not in opposition to each, many of the improvements can benefit both pedestrians and bicyclists and this overlap should be highlighted. She asked whether this had been considered and what this would look like.

Zach Hallock pointed to the example of bike boulevards and noted that these can be of benefit to both pedestrians and bicyclists.

Alderman Gist asked that the different elements in the plan be separated out. She wanted to ensure that the people’s interests are properly identified.

Zach Hallock said the final version of the plan will be laid out in a much more readable format.

Alderman Seils reiterated the TAB’s identification of an overlap between pedestrian concerns and bicyclists’ concerns. He also felt it would be helpful to track the priorities in the original bike plan and show whether they have been completed, or how the updated plan addresses these.

Alderman Slade also asked about how the updated plan is related to the current plan. Specifically, he asked greenways in the original plan that were intended to connect University Lake and Anderson Park. He noted that the update only shows what is currently projected to be built. He wanted to know how is it that this greenway plan did not get included in the update, why was it included before and what is the process.

Zach Hallock said it was his understanding that, because of they are looking at it in terms of the bicycle friendly community, there was an emphasis on things that could be done relatively quickly and relatively inexpensively. He noted that there was also a greenway connection in the proximity of Old Fayetteville Road, south of Route 54 in the original plan. Now there is a private network, a bicycle boulevard proposed to go through some of the apartment complexes in that area. In the context of the easiest and most financially effective solution that creates a bicycle route, a greenway is a potential long-term solution worth considering; but from the conversations they have had there has been a lean toward things that do not require a separate right-of-way, hence all these miles of bicycle boulevards that they can do within existing town streets.

Alderman Slade asked ‘according to previous conversation’ you mean amongst staff or whether these conversations were with staff.

Zach Hallock explained that the conversations were with staff and with Alta Planning and Design, the consulting firm that is assisting in this process.

Alderman Slade stated that his concern stems from the Board being incapable of having a conversation about the unmentionable greenway and the fact that that has not changed. One of the reasons for having that conversation is so we don't have this continuing to fester and pop up in situations like tonight. The Board did a moratorium and that means the Board cannot alter it until having had the conversation. What is being reflected in this plan is that it is being taken out. He found it problematic given that the conversation still has not been had. He felt uncomfortable moving forward on the Bike Plan because greenways were a major component of the previous bike plan and the Board still has not addressed it. He did not understand how it could be taken out and said that if the Board does want to take it out, then they need to have that conversation. He stated that Board has had the intention of having the conversation: The Board set up a retreat to talk around this issue and the intention was to come back after the retreat, but the meeting still has not been scheduled. He said the Board owes it to the community to be forthright in the decision it makes, and it cannot happen by losing something through the cracks, that a decision gets made for the community without them knowing. He wanted the Board to address this and be very clear before approving this Bike Plan.

Mayor Lavelle said that it seemed like there is no greenway in the updated plan.

Alderman Seils noted that Morgan Creek Greenway is included on the map. He said that his interpretation of what Zach was saying in response to Alderman Slade's question was that some greenways are depicted in the plan because those have already been approved by the Board and funding has been applied. Others might have been approved by the Board, but their timelines for completion are outside the scope of this plan. He asked whether this was a correct interpretation.

Zach Hallock said to piggy back on the question about a certain greenway, there are a number of places, which from their review, they know there is still interest in them, and they shouldn't be included or removed. The idea is not to put them in the map, the idea is to put them in a long term vision narrative section so that they are that far out there hasn't been a consensus about them yet, but they are still interest in them, it is just a matter of 'one way or the other.'

Alderman Slade said that that is a valuable approach. He said that along with that preamble there should be a map showing what that looks like also asked that along with the preamble there should be a map showing what this would look like.

Alderman Gist thanked Zach for wrangling one of the largest committees the town has ever had.

Mayor Lavelle clarified that the Board was simply receiving the report and providing comments.

Alderman Seils expressed appreciation for Zach Hallock's work.

Alderman Haven-O'Donnell told Zach to be careful about depicting proposed future greenways through Carolina North Forest. Feedback from Carrboro's representative to the Greenways Commission indicated that the Bicycle Steering Committee did not put that in. She was concerned that the community would be blindsided if they see it depicted.

Mayor Lavelle suggested that the Steering Committee might not be talking about this because they have not been allowed to until the Board of Alderman opens the conversation up first.

Alderman Haven-O'Donnell said that they know other connections can be made and they are seeking to make those first.



Mayor Lavelle responded that they are seeking to make those other connections in the absence of being able to consider the other conversation, which she doesn't want to necessarily go off on tonight, but she is trying to consider the best way to bring that up again at some point, she appreciates the comments and she thinks she knows what we are all talking about here.

There were no further comments on this issue.

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## **DISCUSSION OF DOWNTOWN PARKING STRATEGIES**

The purpose of this item was to continue the discussion from May 7, 2019 related to parking management in the Downtown.

Annette Stone, Community & Economic Development Director, presented the staff report on this agenda item. She discussed recent efforts to facilitate shared parking agreements with local businesses and noted the following reasons why she found these agreements were not possible:

- No incentive for folks to share when there is free parking to be had (no charges for public parking)
- Convenience (time limit not well enforced)
- Associated cost (additional maintenance)
- Risk (perceived as potential loss of close proximity spaces)

She discussed the following potential revenue sources:

- Paid Parking
- Existing Leases
- Downtown Tax District
- Tax Rate Increase
- Other Revenue

She reviewed the existing conditions of parking in downtown Carrboro. She said there are 275 town-owned parking spaces and 380 town-leased spaces. The average annual cost for a town-leased space is \$350. She noted that there is a 2 hour time limit for town-controlled spaces from 7:00 am through 5:30 pm, with the exception of the East Main parking deck which has a 3 hour limit from 7:00 am through 7:00 pm. She said that in terms of enforcement, town controlled, we rarely ticket anybody for time limits. She said that East Main parking deck they will sometimes tow, but that it is not aggressive.

She said the staff used the following assumptions when calculating potential revenues, all these variables can change. She stated that they will be looking at a couple of different scenarios and that they are talking to a couple of different property owners about possible locations for structured parking:

- Certain number of dedicated spaces
- First 2 hours will be free
- Parking study data will be utilized
- Rate will be \$1.50 per hour
- Hours for paid parking will be 7:00 am to 5:30 pm
- It will be a pay-as-you-leave system
- Weekends and holidays will be free
- Debt service will have a 20 year timeframe

Alderman Slade asked whether this applied to paid parking for a parking deck.

Annette Stone stated that all of the parking is being looked at, including existing leases. She the Town could not have paid parking on the deck and free parking everywhere else. This would put too much pressure on the non-deck parking spots.

She provided the following estimates of fiscal impacts for constructing the parking deck. She presented two scenarios based on different parcels that are being considered.

The first table represents Scenario #1 which includes 50 spaces for the library and 72 spaces for the property owner. These spaces 122 spaces are taken out form the revenue generating pool.

Total Spaces	390	350	300
Less Dedicated Parking (122 Spaces)	268	228	178
Annual Per Space Revenue	\$ 1,007	\$ 1,007	\$ 1,007
Total Annual Revenue	\$ 269,876	\$ 229,596	\$ 179,246
Annual Debt Service	\$ 684,324	\$ 610,824	\$ 523,572
Deficit	\$ (414,448)	\$ (381,228)	\$ (344,326)

She stated that the construction estimate was \$24,000 per space.

Alderman Seils asked for confirmation that the debt service figure in the chart only represents the capital cost, not operations and maintenance.

Annette Stone confirmed that this is correct.

The figures in the chart below represent Scenario #2 which would be a different parcel than Scenario #1. There are still the 50 spaces dedicated to library parking, but none dedicated to an owner.

Total Spaces	250	217	185
Less Dedicated Parking (50 Spaces)	200	167	135
Annual Per Space Revenue	\$ 1,007	\$ 1,007	\$ 1,007
Total Annual Revenue	\$ 201,400	\$ 168,169	\$ 135,945
Annual Debt Service	\$ 436,308	\$ 378,559	\$ 332,872
Deficit	\$ (234,908)	\$ (210,390)	\$ (196,927)

Annette Stone then discussed on-street parking. She presented the following key points and assumptions:

- Approximately 15 spaces on East Weaver Street and Rosemary Street, not counting Roberson
- \$1.50 per hour
- First 2 hours not free
- Time limits between 7:00 am and 5:30 pm
- Free nights and weekends
- Estimated cost for equipment - \$20,000
- Estimated revenues - \$52,000
- Estimate annual cost for enforcement - \$50,000

She covered the existing leases:

<b>Parking Lots</b>	<b>Spaces</b>	<b>Annual Lease</b>	<b>Parking Management (future possibilities)</b>
East Main Square Parking Deck	250	\$90,000	Owner managed
West Weaver	33	\$9,156	Pay as you leave (30k)
Armadillo Lot	34	\$10,124	Pay as you leave (30k)
Bank of America/Barber Shop	26	\$15,667	Bundle with on-street parking
Laurel Ave	20	\$3,020	No change – mostly supports the Farmer’s Market

She noted that there is a 50/50 split between the Town and the Carrboro Tourism Development Authority covering the \$90,000 lease for the East Main Square Parking Deck. She stated that there was always anticipated that the Town would stop paying for this lease. She said that those 250 spaces will not magically go away or disappear when the town ceases to pay for that lease, they will still be there. She stated that we know from studies that 80% of the people who park there go on site. East Main Square customers are highly using that space. She stated that based on her conversations with the property owner, there is a good chance that deck will become a paid deck also that would be available to the public, you wouldn’t have to go there to be able to park in that deck; it is still going to be public parking. The currently town leased portion will become privately managed.

She discussed and presented a table showing costs of existing leases and what parking management for these would look like.

She then discussed the possibility of a Downtown Tax District to generate revenue. She noted that the current tax value of the Central Business District is \$168 million, so a .01 cent tax would generate \$16,800.

She stated that for an increase in the tax rate town-wide, .01 cent generates \$225,000 and would cost \$28 annually for a median home.

She discussed other revenue sources that include Orange County Economic Development Funds (Article 46 or General Fund), and funding from the Tourism Development Authority.

She then briefly touched on the subject of wayfinding.

Annette Stone ended by addressing some questions that have been identified with regard to downtown parking:

- How much parking should the Town provide as part of the 203 Project?
- What is the impact of paid parking on downtown employees?
- What is the impact for businesses?
- What are the short-term implications?
- What are the long-term implications?

Mayor Lavelle asked what technologies were considered other than an arm that raises for pay-as-you-leave lots.

Annette Stone said the technology is there, but it is all about the enforcement. The prices were not explored for technologies that would know how long a car has been in a space, but noted that the options will be based on the amount of investment that is made.

Alderman Slade had a follow-up question about charging for public parking when most parking in the

downtown is privately held. He referred to Annette Stone's comment that for example with on street parking the necessity of having meters so that you take pressure off of those parking spaces because people will be looking for the free parking. He asked what it will mean for all the private parking lots in downtown: will they have an opportunity to participate with the town so the town can provide parking technology or an agreement where they can share in the revenue for parking in their lots, there are a lot of models, he asked if there has been any thought put into those scenarios..

Annette Stone stated that thought has been put into it in as much as they know that pressure would be put on these private lots if the Town moves forward with paid parking. So the property owners would enforce their lots, or they could become part of the Town's system if they were open to it.

Alderman Gist raised the issue of people parking on nearby residential streets to avoid paying. She said people are already parking on residential streets, as was raised by the residents from Starlite Drive during the "Speakers from the Floor" portion of the meeting. She asked whether there was consideration to resident-only parking in downtown neighborhoods.

Annette Stone said it would be a natural progression in the process.

Alderman Gist wanted to ensure that residents would not need to wait for years for this.

Mayor Lavelle stated that it would probably be part of this conversation if we decide to move forward on this.

Bridget Pemberton-Smith, Chair of the Carrboro Business Alliance, told the Board about her personal experiences with parking in Carrboro. She said the parking lot at Youthworks is often completely packed. She believes that people park there and walk to other locations because there are not any signs saying people will get towed. She said that one of her recent meetings at Youthworks was delayed due to parking issues. She expressed support for the library but wants to ensure that the parking plan is put in place before that project starts. She is concerned about interruptions to businesses in downtown Carrboro.

David Jessee, co-owner 106 South Greensboro Street, expressed support for the 203 Project, but also had concerns. He said the parking lot at the 203 Greensboro site is almost always full, even during slow times of the year, and many local businesses rely on this parking. He expressed tremendous concern that the 203 Project will not provide adequate parking for the local businesses which depend on that parking. He respectfully implored the Board to replace the 100 spaces that fill the site now. In addition, he asked the Board to abide by the Land Use Ordinances guidelines for parking requirements per square foot.

Betsey Elbogen, manager of Perch Co-Working, stated that the majority of the members at her facility come from outside Carrboro. She noted that these people spend money on shopping and dining in Carrboro. She expressed support for the library, but did not want to lose any parking.

Alderman Seils asked whether they have parking on site.

Betsey Elbogen said they do have parking on site but it is not enough.

Alderman Gist asked how close parking needs to be for it to be effective.

Betsey Elbogen said it needs to be pretty close.

Alderman Gist asked if it was a risk to businesses to try to change peoples' behavior and ask them to walk to those businesses.

Betsey Elbogen said it is.

Alderman Slade asked whether the people who work at Perch would walk or drive to other locations downtown such as Hickory Tavern.

Betsey Elbogen said the workers often walk to other locations such as Weaver Street Market.

Ruffin Slater, General Manager of Weaver Street Market, stated that he has worked and lived in Carrboro for approximately 30 years and has heard many parking discussions like this one. In these discussions, he said business owners tend to talk about parking being tight, while parking studies show that there is plenty of parking. He said his personal feeling was that just because there is some unused parking in private hands there is not a surplus of parking. He said the Town needs to understand that a lot of the parking that Carrboro is relying on are leased parking lots, and he believes that these are being leased at below market value. He noted that, over time, these lots are being developed, and gave the example of the 203 Project. He was excited to hear the discussion about structured parking, but felt the numbers being discussed were way too low. He recalled a charrette that occurred 18 years ago in which the importance of investment in infrastructure was discussed. One of the participants noted that investments in infrastructure are often repaid several times over. Ruffin Slater stated that, from his perspective, some of the discussions at this meeting have been zero-sum projections, but the reality is there will be more development and tax revenue.

Barbara Jessie-Black, Executive Director of the PTA Thrift Shop, stated that her organization would incur a tax liability if structured parking was implemented due to new federal legislation.

Alderman Seils asked for clarification about this.

Barbara Jesse Black said it is very complicated. As she understands it, organizations, such as hers, have Unrelated Business Income Tax (UBIT), for things such as charging rent; providing paid parking would also incur a tax liability. This could cost her organization thousands of dollars due to the parking spaces they have. She expressed support for the library project, but was concerned about the parking issue. She said some people use their lot to park, then take the bus to other locations. They don't have a sign up to discourage this because they want to be good neighbors and want people to be comfortable being part of the PTA Thrift Shop/Youthworks family. She also wants to encourage people from outside Carrboro to come to Carrboro, but has heard friends say that they don't come to Carrboro because there is no place to park. She asked the Board to create more parking opportunities so more people will come to Carrboro.

Scott Conary, owner of Open Eye Café and Carrboro Coffee Roasters, said he is in favor of working toward a downtown parking solution that could include such things as a centralized parking structure and a well-organized paid for parking plan that would be inviting for guests to come downtown. He expressed support for alternate forms of transportation, but felt they would not be ready in the near future, so parking is still vital for businesses in downtown Carrboro.

Katie Loovis, Staff Support for the Carrboro Business Alliance (CBA), stated that parking is the CBA's number one issue. Their policy posture is "no net loss" in terms of parking. In fact, they would like more which she termed "no net loss plus." She said the CBA members are seeing that there is a parking shortage and they want the community to develop bold solutions. She referenced a letter that CBA

member Rae Mosher of Carrburritos had sent to the Board. In this letter, Rae Mosher had emphasized the importance of parking being proximate to the destination, which, according to the parking study, means within eyesight of the destination. She spoke about the financial models “TIF” or “Sythetic TIF” that provide the opportunity to leverage mixed-use developments and get things done.

Alderman Gist referenced the letter from Tyler Huntington of Tyler’s Restaurant and Taproom in which he claimed that several businesses had considered Carrboro but decided to go to Raleigh or Durham due to parking and some that had left Carrboro. She asked whether Katie Loovis had any further details.

Katie Loovis said that she has heard this but did not have specific details. She referenced a conversation she had with Rae Mosher who mentioned that she had talked to a recently closed business in Carrboro and heard that parking was one of the key issues that caused the closure.

Alderman Gist asked whether the CBA had a preference for paid versus unpaid parking.

Katie Loovis said the CBA is supportive of paid parking and enforcement.

Alderman Foushee asked whether the CBA preferred paid parking or centralized parking.

Katie Loovis said they would support both.

Mayor Lavelle asked whether the CBA had taken a formal position on an improvement district.

Katie Loovis said they have not, that this has not come up in their meetings. She said that the Chamber has looked at these and they can be super successful, but they have to be thoughtfully created, obviously you would need to have the business communities support since they would be paying into it, there would have to be shared goals between the business community and the town and very clear about how the money would be spent. She said that she feels it is a long term conversation that would need to unfold. She said that she has heard some chattering and rumblings of some of their businesses being very concerned about that prospect because it could mean higher taxes.

Alderwomen Foushee followed up asked ‘concern not interest.

Katie Loovis responded by saying: “they would be more interested if it would come out of our general fund”

Alderman Slade stated that the town manager reported to the BOA that during one of the forums that she organized for the Carrboro Business Alliance that that question was asked of those who came, if they would be interested in a downtown district to help pay for these things. He stated that the manager reported that there is interest. And of course the devil is in the details which is of course what she is saying tonight.

Katie Loovis said she has never heard the group affirm that and they do not have a position as a group. She stated that maybe it was a one off conversation and that she would not want the Board to use that as a guiding decision point on any recommendations.

Alderman Slade stated that it is good to get this clarified.

Mayor Lavelle asked about the notion that structured parking could provide an opportunity for businesses with parking to buy into the parking structure and also help to develop their property.

Katie Loovis said the prospect is very exciting, but she does not have anything official from the CBA about it.

Alderman Slade asked if the Town was to consolidate parking, which is essentially the same as structured parking, if there was enough capacity offered to displace what is currently offered piece meal business by business, another step in the direction of what the mayor suggested is facilitating paid for parking on those private lots. He asked if Katie felt if there was a way that that conversation could be had with the business community. He stated that other communities have done these kinds of shared parking though the facilitation of the technology through which to charge for parking.

Katie Loovis said that she doesn't totally understand it but that she can say that the businesses care about that and they want to come to the table on any and every idea particularly if it is couched in a long term posture that is looking comprehensively and accounting for more than just addressing the loss of parking with 203; but really looking at the full towns needs in the long term. She felt that having that conversation along with other solutions would be very well received.

There were no further speakers from the floor on this issue.

Alderman Gist expressed appreciation for all the speakers who voiced their opinions on this issue. She then noted that the Board is still not sure what the design for the building on the lot will be. She stated that her goal is the make sure the replacements for the parking spots are determined before breaking ground on the new development. She expressed support for some sort of structured parking. She feels that the Board needs to decide where the parking will be, and also make sure it is not ugly. She noted that construction of the building for the 203 Project will take a minimum of two years, so a replacement for the parking spots that will be lost during construction must be found before construction begins.

Alderman Slade expressed appreciation for the members of the business community that spoke on this issue. He felt that the conversation on this issue has advanced and acknowledged the business community's willingness to have more enforcement and consider paid for parking in the downtown. He stated that that puts us in a completely different scenario of what the opportunities are for us to further explore on how to do parking in the downtown. He said the topic has been triggered by idea of a structured parking deck. He wishes that the conversation had occurred earlier and implemented paid parking and enforcement before having the conversation about structured parking because there still is the remaining question of whether it is possible to open up unused privately owned surplus space that isn't being used through facilitating of paid for parking and enforcement. Whether through paid for parking because of a parking structure or because of the opportunity of opening up private lots he felt that it is time to seriously look at models and go beyond what has already been explored. He was not sure if there is a staff capacity issue, but given the time issues related to the library project it might be a matter of hiring a consultant to help with the work that has already been done, to look at different models on how to do a plan for paid for parking and time-limit enforcement and designing a shared parking program in downtown as other communities have done, whether that also be used to pay for a structure parking deck or not he felt that is also part of this conversation too, at a later time for us to make that decision. He also raised the issue of how to pay for this and that for the business community and the public at large in town the Town needs to delve deeper into the research that has been done by Annette and better understand what a downtown tax district would be, what the Town's capacity to do it out of its own budget and also look at grants through the County and other sources. HE said that that is a conversation that they need to continue having and soon. He spoke about a resolution that he had sent to the Board early in the day to direct staff to design a shared parking program, either in house or with hired help, that included paid parking and time-limit enforcement for downtown and also further explore

how to pay for these initiatives. He made a motion for this.

Mayor Lavelle asked him to clarify whether his motion was for the statement he just made or for the resolution he had previously emailed.

Alderman Slade it could be either way.

Mayor Lavelle said she preferred that the motion be what he had said. She asked him to repeat it and said she wanted conversation about the motion to continue.

Alderman Slade made the following motion:

**STAFF IS DIRECTED TO, WITH A CONSULTANT OR IN-HOUSE, DESIGN A SHARED PARKING PROGRAM THAT INCLUDES PAID-FOR PARKING AND TIME-LIMIT ENFORCEMENT FOR DOWNTOWN CARRBORO, AND ALSO LOOK INTO THE VARIOUS OPPORTUNITIES FOR HOW TO PAY FOR ONGOING ACCESS TO DOWNTOWN THAT INCLUDES A PROGRAM FOR SHARED PARKING, A STRUCTURED PARKING DECK AND/OR ANY OTHER ALTERNATIVES SUCH AS INFRASTRUCTURE FOR MORE WALKING.**

Alderman Seils seconded the motion but wanted to make comments about it.

Alderman Haven-O'Donnell made the statement that the business community of Carrboro is Carrboro, and we have to support our business community because otherwise there is no Carrboro. She said that, in the fall, she had asked for a work session to discuss economic development in Carrboro. She did not see how this conversation about parking can move forward without having that conversation first. She expressed concern about becoming an "Amazon Town," and the Board needs to work with the business community to have a robust downtown today, tomorrow and into the future. She stated that the concept of shared parking is a tremendous obstacle to moving forward. She said that she could not support shared parking because she believes the businesses are not yet ready for it; it is an ideal and something to aspire to, but not yet a pragmatic option. She would object to spending money for a consultant to look into something that the business community does not feel comfortable with. Regarding paid parking, she is willing to have the conversation about that. She feels that there is great interest in having a parking structure. She noted the significance of proximity and eye-distance as raised by the speakers from the floor and the report. She also discussed the listening session that was held by the Board at the Carolina Spring Senior Apartments on the Saturday before this meeting and the people in attendance said their biggest issue with travelling downtown was parking. She expressed concern that the Board is not giving enough weight to the community that make Carrboro, Carrboro.

Mayor Lavelle responded to Alderman Haven-O'Donnell's comments on the shared parking aspect of Alderman Slade's motion, stating that her understanding was that the motion was intended to help the current businesses with shared parking arrangements, not to force shared parking on anyone.

Alderman Seils noted that the motion presented by Alderman Slade was different from the resolution he had emailed to the Board prior to the meeting. He sought confirmation on two elements of the motion. First was shared parking. He understood the motion as directing staff to begin putting together a parking plan that included paid parking and enforcement of time limits. With regard to shared parking, he understood it to mean that private owners of parking spaces might be interested in pulling their parking spots into the Town's paid and enforced system and have their spots managed as part of the public parking system. He stated that this is the model that has been used in many other communities. The



second part of the motion for which he sought confirmation was the direction for staff to begin exploring opportunities to pay for this plan. He noted a key element of the motion being that staff would consider this both with, and without, a parking deck. He said he was glad that Alderman Slade had raised the issue of consolidation earlier in the meeting. He said that, in his memory, Board conversation from several years ago on the topic of the parking plan, parking structures were contemplated in the context of consolidating parking into central areas. It was not simply about adding parking, but that was an option as well. He felt that the concept of consolidation has been lost in recent Board discussions about parking. He also acknowledged that pretty much all of the Board's recent discussions about parking have not happened in an open session, so this is the first time that many in the community have heard about this with the details that were presented in this meeting. He expressed appreciation for the input provided by business owners and others at this meeting.

Alderman Chaney said she was a little confused about the Board's task for this meeting. She felt that Alderman Slade was looking for more specifics, but she was already convinced that paid parking is a good idea and was ready to support it. She said she wished the Board could make that decision now. She discussed how to pay for the parking plan. She felt that some of the 122 dedicated spaces that would be set aside for the library and the property owner would be able to generate revenue. She also pointed out the value of the sales tax revenue and other fees that are generated in downtown. She felt that the economic value of the businesses justifies the expense of building a parking deck. She sees it as an investment. She also expressed a continuing support for consolidated parking.

Alderman Foushee expressed appreciation for the CBA presence at the meeting. She asked about Alderman Slade's recommendation to hire a consultant to help with the parking plan, she thought there already was a consultant helping with this and asked for clarification on his role.

Annette Stone said that he was tasked with determining the amount of parking associated with the 203 Project.

Alderman Slade said the answer he was given when he asked the Perkins and Will Parking expert is that similarly to what Annette presented tonight and to what the parking plan says: there are not many options if the Town continues to do free parking without enforcement, and that the opportunities open up with paid-for parking and enforcement.

Mayor Lavelle stated her belief is that all the members of the Board are in favor of paid parking and parking enforcement. She suggested that the Board might want to adjust Alderman Slade's motion to include more details about how to move forward with paid parking and enforcement. She did not want this to be a multi-year thing. She commented on people wanting to park right where they work, but noted that Carrboro is a walkable town and if parking can be consolidated, and a deck built, it could be in a spot where people could get anywhere in downtown in a five minute walk. She also expressed concern about the 203 Project and wanted to ensure that it, and the library, keep moving. She does not want to delay this process. She also addressed Alderman Seils' comment that most of the discussion on parking has happened in closed sessions, but stated that, recently, the Board has been talking about it more and she has addressed parking in public forums.

Alderman Haven-O'Donnell wanted to clarify whether structured parking, such as a deck, was included in the motion.

Several Board members affirmed that it was.

Alderman Haven-O'Donnell stated that consolidation does not necessarily mean a deck.

Mayor Lavelle said that in her view consolidation means that the goal, down the road, is to make it possible for businesses to grow their businesses while cutting their on-site parking requirements and allow them to pay into the parking deck.

Alderman Haven-O'Donnell said that this is a conversation that the business community needs to have and she is not comfortable with the notion the way it is phrased because it makes the Board the decision makers and she feels that the business owners need to provide guidance on this issue.

Alderman Seils stated that consolidation was not part of the motion he seconded.

Mayor Lavelle stated that consolidation is an aspiration for the future that the businesses would be interested in discussing.

Alderman Slade stated that the decision on a parking structure will not be made tonight, but when the time comes one of the things the Board might want to do is to be clear about what the purpose of it is. In other words, how could it be consolidated or is it solely for the purpose of replacing the parking that is being displaced by the 203 Project.

Mayor Lavelle said the devil will be in the details of that, and the goals of that, whether it is replacement of what we have, or providing additional parking so businesses can expand and buy into that if they want. It will be a later conversation.

Alderman Haven-O'Donnell said she would like to table this motion to have more time to think about it.

Mayor Lavelle requested parliamentary guidance and asked whether this motion can be tabled if it has been moved and seconded. She said that, in her view, this is an effort to get more information and there is a need to move forward with paid parking.

Alderman Haven-O'Donnell said that is not specific enough for her because paid parking could imply payment from the time of arrival and not include the first two hours free.

Mayor Lavelle stated that the issue will come back for more input.

Alderman Slade said the designing of such a thing will be a process that includes all of the stakeholders, which are the business owners, the last thing we want to do is impose something that no one has buy-in for.

Alderman Haven-O'Donnell stated that she is not willing to say to the community that she would support a motion for paid parking. She said her point is that you just don't provide a unanimous vote for paid parking when there hasn't been a substantive discussion that includes community input.

Alderman Chaney asked Robert Hornik, Town Attorney, for advice on how to handle the motion. He said that he did not think the motion could be tabled. He said that Alderman Slade could withdraw his motion, or Alderman Seils could withdraw his second.

Alderman Seils suggested that the motion will provide the information that Alderman Haven-O'Donnell is seeking. It's about asking staff to bring more detailed information about what it would look like if the Board was interested in approving such a thing.

Alderman Slade said the point is, if we were to design this as when we design anything, the library for example, it is a process that involves public input and process. He stated that further delaying a vote means we haven't figured out the parking, it means delaying the library, it means who knows what the county will do with the money that they are currently setting aside. He said that he was interested in enlisting the capacity of the staff or hiring a consultant to come to the Board and involve the community in a process that will design how to pay for parking and enforce parking in downtown. This involves input from the public and stakeholders. Along with this, not just for public lots, it would include a component, for those private lot owners who want to participate, how to be engaged for how to charge for parking on their lot.

Mayor Lavelle Thanked Alderman Slade and stated that she agreed with him on this. She said she was looking for the next level of details such as alternatives to the swinging arm, and specifics for enforcement.

Alderman Gist said a lot of money has already been spent on analyzing this issue. She also said she is not interested in anything that will end up being manipulated to say that we don't need as much parking as we think. She said that people have tried consolidation and people have told the Board that consolidation is not what they're interested in.

Mayor Lavelle asked Annette Stone to come back to the Board with a recommendation as to whether staff can handle this, or if a consultant needs to be hired.

Alderman Chaney noted the offer of help from the CBA that had been made by Katie Loovis earlier in the meeting, and they might be able to offer more information about technologies.

Mayor Lavelle said she was ready for someone to call the question.

Alderman Chaney called the question.

Chris Milner, Deputy Town Clerk, asked for the motion to be restated so any modifications that arose during the discussion would be captured.

**MOTION WAS MADE BY ALDERMAN SLADE, SECONDED BY ALDERMAN SEILS, DIRECTING STAFF TO LOOK INTO (WITH THE HELP OF A CONSULTANT OR BY THEMSELVES) THE DESIGNING OF A PAID-FOR PARKING PROGRAM AND HOW TO TIME-LIMIT ENFORCE PARKING IN THE DOWNTOWN, INCLUDING OPTIONS FOR PRIVATE LOT OWNERS TO PARTICIPATE IN THE PROGRAM AND THE ENFORCEMENT. SCENARIOS WILL INCLUDE A DECK AND WITHOUT A DECK. STAFF, AND/OR THE CONSULTANT, WILL ALSO PROVIDE ASSESSMENTS ON HOW TO PAY FOR THESE PROJECTS. VOTE AFFIRMATIVE: 4 (CHANNEY, LAVELLE, SEILS, SLADE), NOES 3 (FOUSHEE, GIST, HAVEN-O'DONNELL)**

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### **MATTERS BY BOARD MEMBERS**

Alderman Haven-O'Donnell asked that Board members read the book *Drawdown* by Paul Hawken during the summer break.

**MOTION WAS MADE BY ALDERMAN HAVEN-O'DONNELL, SECONDED BY ALDERMAN GIST, THAT THE MAYOR AND MEMBERS OF THE BOARD BE PROVIDED WITH COPIES OF *DRAWDOWN* WITH THE INTENT THAT THE MEMBERS WILL READ IT DURING THE SUMMER BREAK. VOTE: AFFIRMATIVE ALL.**

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**ADJOURNMENT**

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