

Contributions from residents during Steering Committee meetings and the Public Hearing

Note: if one person spoke both at the start and end of Steering Committee (SC) meetings, their comments are summarized together. If a Steering Committee meeting date is not mentioned, no public participation comments were recorded.

2013	Speaker	Steering Committee meetings
February 12	Unidentified; works for Timber Hollow	Concern about no developer on the Steering Committee (SC)
	Several members of public	Recommendations for further data collection Suggestion to hold mini-workshops in various locations within and around study area
March 12	Unidentified	Request to hear from property owners relating to economic viability of various development options
	Unidentified	Begin each of next 2 meetings with 5-minute discussion before small-group work and ask each small group to report back to larger committee
	Unidentified	Compliment on the Work Plan for Milestone 2 and a request to clarify the product for Milestone 2
	Unidentified	Request to tie in the west end of Estes (to the Carrboro line) to the CWFA in thinking about sidewalks and connectivity.
	Unidentified	Ten minutes were reserved at the end of the small group discussions for community participation. [Comments not recorded]
April 4	Fred Lampe	Urged the Committee to think about the financial implications of the principles and how much things will cost; suggested the formation of a fifth small group to focus on this topic.
	Kathryn Butler (landowner)	Since each of the small groups discussed trees, she thought that the Committee might be interested in hearing from her forester.
	Ms. Butler's Forester	Said that Ms. Butler's property has over-mature trees. When new development occurs, the roots are interfered with and this can cause the trees to suffer. If Ms. Butler sold the property with the new development, the new owner would be faced with the ramifications of over-mature trees. He said that a developer would prefer to plant young trees that can grow and mature. He also said that trees should be harvested and put to their highest and best use. He also said that the trees on Ms. Butler's property have a slow-moving beetle.

April 4 continued	Dave Sidor	Encouraged the Committee to review principles that have been developed by other Committees, such as Glen Lennox, during their planning processes. He said that the Committee should use the good work of the other Committees and not reinvent the wheel.
	Unidentified	Fifteen minutes were reserved at the end of the small group discussions for community participation. [Comments not recorded]
April 9	Unidentified	The Airport Hazard District is a district and not a zone.
	Unidentified	Would like to find out what the maximum limit is for traffic on Estes. What number will put the road over capacity?
	Unidentified	After reviewing the principles, does not see anything about adequate safety, for example lighting for evening pedestrian safety. This should be added.
	Unidentified	In response to the questionnaire findings, curiosity about what would cause people to leave a neighborhood. Answers to that question could have proved useful information.
	Unidentified	Question about the financial resources to support improvements to make Estes safe. Why has the SC not recommended Estes to be a complete street?
	Unidentified	CWFA as a safe, pedestrian-oriented environment where people choose to walk rather than drive should be a vision for the area, not an unrealistic dream. Parents who live in the walk zone frequently drive their children to school because Central West and the school arrival areas are not seen as safe places to walk and bike. Many people want to use the area differently (want to walk and bike), but do not feel safe doing so.
	Unidentified	The transportation group connectivity North-South-East-West in order to alleviate the congestion on MLK and Estes. This needs careful consideration because some of the neighborhood streets do not have sidewalks and many children walk/bike in the streets. If more cars travel through these neighborhoods, fewer people will bike and walk. Also, Carolina North is the elephant in the room. A few neighborhood connections won't solve the congestion problem on Estes and MLK. So, making neighborhood street connections would only upset a few streets for no overall benefit.
	Unidentified	We must make sure to protect existing neighborhood character. Make sure this idea is not lost in the planning principles. Street connections in existing neighborhoods would have unintended negative consequences.
	Unidentified	Estes Drive from MLK to Franklin is a critical cross-town road now and when Carolina North comes in it will continue to be. The SC and community need to embrace this reality—the number of auto trips on Estes will increase over time. Multi-modal improvements may limit the rate of growth of automobiles, but it will not reduce the number of auto travelers on the corridor.
Unidentified	Retail in Chapel Hill serves all of Chapel Hill, not just immediate area residents.	

April 9 continued	Unidentified	Central West is already rich in resources and identity with the library, public schools, YMCA, internationally recognized and respected university. This can be the heart of the area. There is no need to create something new.
	Unidentified	Consider: Where is the front door of Central West?
	Unidentified	Encourage the committee to decide on the building heights for the area.
	Unidentified	The questionnaires noted a problem with parking in the neighborhoods—where is this a problem?
	Unidentified	Carolina North will bring lots of people to the MLK/Estes intersection. It will be important to discuss housing for employees and graduate students as a way to reduce traffic on the roadways (because then employees and students could walk to school/work).
	Unidentified	We need to decide what Estes is—a cross town connector or a neighborhood street? Safety is the primary issue. Estes can be a safe street.
April 18	Unidentified	Focus on the principles—these are not finalized yet, but the SC is already moving into concepts. Make sure we don't eliminate the institutions as part of the future development concepts.
	Unidentified	Show how these concepts impact Estes as it moves towards Franklin Street.
	Unidentified	Don't forget the small group principles in developing the compilation of principles. The Glen Lennox principles were more pithy than those currently in the draft for CWFA.
	Unidentified	Need a feedback loop from what is in the concepts back to the principles. The principles will probably evolve through the course of developing the concepts (as the principles are “tested” in the land use/design ideas). The concepts are the first phase of evaluating the principles to find out what the community really wants.
	Unidentified	For principle #6, change it to say “a complete mix of activities should be provided within the Central West community, including office, retail, residential, etc. Remove the statement about automobile traffic. It is better to focus on a balance of uses.
	Unidentified	Very important for Estes between Caswell and MLK—need roadway with the correct number of travel lanes, as well as bikeway, sidewalks. Add to the concepts the number of travel lanes approved as part of Carolina North. See how this will impact the environment. This will create huge barriers to crossing the street and change the environment of the area very much.
	Unidentified	Concern that the SC is trying to rush through the process. Why bring the principles to the public when the SC members have divergent opinions. Response from SC member: this is the accordion process—we don't want to wait until we are finished developing the principles before bringing them to the public.
April 30	Unidentified	Request to note “draft” and the date on all materials for the SC.

April 30 continued	Unidentified	Many community members note that Estes is a dangerous street. Does the school see Estes as a major problem? There are currently crossing guards. In the opinion of the schools, is this enough?
	Unidentified	Make sure the three pillars of sustainability are represented in the principles: environment, society and economy.
	Unidentified	Concern about the number of intersections shown in the concepts and whether they are too close together to allow full turning movement options.
	Unidentified	It is critical that the committee “get Estes right.” Residents are very concerned about this roadway. Make sure the intersections are handled correctly—the right number, appropriate traffic management (roundabouts, etc.), and consider bus pull offs as needed.
	Unidentified	The performance approach has merit.
	Unidentified	Worried that the principles are disparate.
	Unidentified	The Chartwell property team understands the limits of Estes and selected uses for that site plan that address this issue. Student housing is a good option because student use the bus at peak hours. Hotels are off peak traffic generators too.
	Unidentified	Schemes two and three require road widening on Estes.
	Unidentified	The Carolina North plan has five-story buildings on MLK. So, it is appropriate to locate 5 story buildings within the CWFA on MLK, but not on Estes, too.
May 7	Unidentified	“Flex space” often refers to light industrial uses, but that is not what is meant on the CWFA draft concepts.
	Unidentified	The CWFA is entirely within the walk zone for the two schools on Estes Drive. The maps should show the walk zone. The principles speak to the importance of pedestrian safety, but do not specifically speak to child safety walking to school. It would be good to note this.
	Unidentified	Feel that the comments that have been made by members of the public are not reflected in the principles or the concepts.
	Unidentified	Don’t see the “leave as is” option in the concepts. Would like to see R-1 zoning throughout the area as one of the options (only residential). A child was recently hit by a car in the area, so it will be important to keep in mind child safety during this process.
	Unidentified	Live on Kensington. Concerned about the possibility of opening the fire lane. The neighbors who live on the street already drive too fast, so don’t want to see more drivers (non neighbors) also driving through the area. This would create an even more dangerous situation.
Unidentified	Live on Kensington. Have two children who walk to school on Estes. So, increased traffic through the Kensington area by outside drivers is a concern.	

May 7 continued	Unidentified	There should be a time other than May 18 for community members to provide comments/feedback on the principles and concepts. Some people will be out of town or unable to attend.
	Unidentified	Question about how the dots in the density diagrams relate to the existing development densities.
	Unidentified	The concepts do not show enough protection of existing neighborhoods.
	Unidentified	The SC needs to finish the principles before working on the concepts.
	Unidentified	Please show how the concepts reflect the principles.
	Unidentified	Concern about child safety in the area with new development. Make sure this is a priority consideration.
	Unidentified	The Committee must consider the fiscal effects of the proposed concepts. Important to consider the costs of water, utilities, and school services.
	Unidentified	The planning concepts need better integration between the streets/transportation and land use.
May 30	Unidentified	Asked for an emphasis on school safety
	Unidentified	Emphasize livability of the area
	Unidentified	Consider current zoning and lower density options
	Unidentified	Asked for online or alternate forums for participation besides meetings
June 4	Theresa Raphael-Grimm and Alex Pfaff	Presented a PowerPoint and land use concept developed by CWFA neighborhood residents.
	Unidentified	Concern about the long-term conditions on Estes Drive—speed limits, don't widen the roadway. Concern about schools and potential overcrowding.
	Unidentified	The "citizen concept" shows the high end of acceptable. Feel that they have to choose between three options with too much development shown. What is shown is incompatible with the UNC Carolina North vision. Offer to send photos of Chapel Hill precedents for future presentations.
	Unidentified	Want to see a range of densities. Prefer concept 1 over concepts 2 and 3. Combine concept 1 with the "citizen concept." Take into consideration the ecological value of the area.
	Unidentified SC member	Asked about how the input provided by members of the public during the meeting (at their separate break-out table) will be processed. Suggestion that someone from that group summarize the discussion and send this document to Megan Wooley for distribution to the SC. The SC will consider these comments from the public during its meeting on 6/11.

June 11	Unidentified	Thank you to the SC for hearing public comment at the 6/4 meeting, particularly regarding presentation of the “citizen concept map.
	Unidentified	Thank you for reviewing the comments received on concepts 1-3 and the “citizen concept.”
	Unidentified	Thank you for the SC’s work and the opportunity for comment. Frustrated by how many people are missing in the meetings. She has tried to bring people to the meetings (young couples with children, students, those who cannot attend 3 hour work sessions on Saturday), but it is difficult to get this representation at the meetings. Some people are asking whether there is room for them in Chapel Hill in the future. It is ok if Chapel Hill in the future looks different from Chapel Hill in the past. Just wants to keep Chapel Hill a vibrant place.
	Unidentified	Representative of five property owners in the area (total of 65 acres of land in Central West). This is a rare opportunity for Chapel Hill to create an urban environmental for walking to destinations. Need people to move to CW in order for this idea to be successful. It is unusual to have this much contiguous developable land in so few hands one area in Chapel Hill. Very few people ever want change, but once it happens many times people like it.
	Unidentified	We need to look at the long term view and make sure we don’t cause undue harm to the environment, safety and community welfare.
	Amy Ryan, SC co-chair, introduced this agenda item noting that the chairs discussed how to consider the “citizen concept” for a long time prior to the 6/4 meeting. Ultimately they decided to allow presentation of the concept during the public comment period and to put a copy of the plan on each small group table. Some members of the SC were upset with this approach. Amy requested that each SC member take a few minutes to explain how they felt about the 6/4 meeting and how future decisions should be made about the method for public input.	
	Unidentified	Concern that the Shadowood connection could not actually happen.
	Unidentified	Need to add retail and food options to the southern area on MLK. That was what everyone in this person’s small group agreed on at the public workshop on 5/18. Daycare would be good there too. The concepts need to be bold. Love the idea of transit. Need a town/gown village and connectivity and pedestrian access. Need to be more visionary in the concepts.
	Unidentified	Young people aspire to live in an area where they can walk to home/work/play. The University Mall area out 15-501 and the current downtown are the best places for this type of environment. There is not enough room in central west for an urban center. It is too small and too far from services. There is a deficiency in how we are going about the central west process. We are losing sight of what happens in other areas of town. This process should take into account the whole town context.

June 11 continued	Unidentified	Concern that Estes is a unique connector. Estes has two schools. The constraining factor should be how well Estes can handle high density. New growth—what impact will this have on how many people will drive on Estes? Figure out how much this roadway can support first.
	Unidentified	Disturbed that a teacher at Estes Hills didn't know this effort is going on. Principal didn't really know either. If squeeze Estes Drive, traffic will go elsewhere and could be more of a problem in other locations. Concern that looking at focus areas and not whole area impacts.
	Unidentified	Central West has a rare forest for an urban area. Caution against moving too quickly because can't "undevelop." Tremendous forest and park potential. Can do better than what currently showing. Need something for generations to come. Be smart to comply with proposed principle #13.
	Unidentified	Was on visioning task force before 2020 process and did a lot of public input. Concerned about "Duke versus Chapel Hill" analogy in describing the interaction between the SC and the neighbors. It was a very diverse group of people that put the "citizen concept" ideas together. How will the SC integrate community input and get past the "us versus them" idea?
July 1	Unidentified	Chapel Hill is not a bedroom community; there are two major industries which are UNC and UNC Hospitals. The Committee should discuss building upon these two industries.
	Unidentified	Interest in keeping Estes Drive to two driving lanes and would like bike/ped lanes. Westchester, New York has good examples of two-lane, charming roads.
	Unidentified	Interest in including a special needs playground.
	Unidentified	Estes Drive is not safe, need to reduce the speed limit, include traffic circles and bike lanes. He liked Concept Plan C.
	Unidentified	Opposed to the office uses in Concepts B and C. Stated that the proximity to the schools makes this area special.
	Unidentified	There is a lot of storm water runoff in the area after the flooding.
	Unidentified	Concern about the word [small area plan] "outline"; is August 19th too late for this?
	Unidentified	Walking with kids/biking on Estes Drive is bad; there is a need to repair Estes. Stated that she and her family are not afraid of density. We crave diversity, vitality. Chapel Hill not what it used to be; it's not the place "to be" anymore.
July 9	Alan Tom	Need to get someone who can draw while the Committee is talking. Still need to integrate concerns about Estes.
		Reemphasis of traffic and land use planning and the importance of safety in the area.

July 9 continued	Debbie Jepson	Request that the Committee make a motion to organize a walkthrough of the Central West area. Also, how is the Committee bringing in the voice of key stakeholders such as parents? [Mia Burroughs, Committee member, stated that the School Board Chairs will be meeting tomorrow and will be making a resolution that emphasizes the importance of safety in the area. She also said that it is not the role of the principals to be making comments about this planning process.] Interested in seeing the information that Meredith Judy from Rhodeside & Harwell prepared about the trail near Caswell and Elliot. Interested in seeing cost data around this.
	Fred Lampe	Encouragement to come up with an actual design to make Estes Drive safer. How can we share transportation questions? List of transportation questions: How close can intersections be to MLK intersections? How close can traffic circles be to each other? What are NCDOT recommendations for safe street crossings? Does NCDOT think flashing crosswalks on MLK are safe? Where are the regulations about roundabouts? What are the guidelines/regulations for pedestrian overpasses?
	Elaine Marshall	The Committee should reduce the number of hurdles to community input; sometimes it is hard to submit information 48 hours in advance of meetings. Let people know that they can participate non-electronically. Would an exception be made to allow people on Maple Drive to be incorporated into the planning area?
	Kathryn Butler	Stated that she did not necessarily participate with Whit on his plan, but she encouraged him to go ahead. Office use is not needed in Chapel Hill, already have too much of this use. Whit and she will continue to work together. Must have someone able to financially build the plans.
July 22	Martha Petty [misspelled in minutes]	The traffic on Estes Drive is backed up. Pine trees have been cut down on the corner of the Butler property. There are no retention ponds on the plans.
	Lynne Kane	The corner of Martin Luther King Jr. Blvd. is more traffic-heavy than at Eastgate and Rams Plaza; it is a misnomer to say that the Central West area is a residential area. Pine needles gather on top of storm drains and block the drainage of the water. The Town does not have the money to clean these. Her friend's car was totaled because of the rain. Heavy rains won't be happening regularly. Martin Luther King Jr. Blvd. is a commercial thoroughfare. MLK is a direct exit off I-40 to Carolina North.
	Kim Talokoff	There is an existing problem; crosswalks are inadequate. Children have been struck by cars on Elliot. The current problem is not being fixed and addressed. Interested in how transportation plans will incorporate this.
	Jonathan Drake	He is on the School Improvement Team at Phillips. There is a need to reach out more to parents at Phillips Middle and Estes Hills schools

July 22 continued	John Morris	The Manager and the Mayor emphasize the need to increase the tax base. Don't want to assess the positive and negative impacts of development (financial and traffic). Don't back off now.
	Fred Lampe	Be a "consideration" process; have property considered at half of what it's assessed. How to measure school safety: measure the number of parents that find it necessary to drive their children to school. Haven't been provided with any information about traffic circles. Have significant development along Homestead Road; need a sizing of the Homestead Road impact.
	Susanna Dancy	The presentation and discussion that's had done today is the most important and most substantial thus far in the process. The design of the streets will determine the characteristics of the neighborhood more than anything else.
August 7	Lynne Kane	Thank you to Sarah McIntee for the letter to the editor in the Chapel Hill News. 100-year rains and snow happens, and everything can't be stopped because of these events. A Parks and Recreation Center near Phillips Middle School sounds like a great idea. Elaine Marcus mentioned a grant for a playground during the last meeting, and that sounds like a great idea. Adding density was mentioned on NPR today – NPR said infrastructure is cheaper when it can provide for more density and more people. Can have more heights in the back. The suburbs are being urbanized. Teens want places to go and things to do.
	Maria de Bruyn [misspelled in minutes]	Lives in Elkin Hills; understands that the Committee will be forwarding one concept plan to the Council. Encourages the Committee to forward one plan from the consultants and one from the citizens.
	David Morgan	North of Estes is a good place to replicate the commercial section of Southern Village. The south side is a good place for senior housing.
	Martha Petty	Lives on Burlage Circle. Met with some of the Steering Committee members and is now much more informed. Thank you for your hard work.
	Theresa Raphael-Grimm	Interested citizens are being consistently labeled as "NIMBYs" and that they don't like change. Chapel Hill is an urban environment without the hassles of city life. Neighbors want development that is responsible.
	Elaine Marcus	Thank you for making the walk available. Timberlyne was not inserted into the existing neighborhoods. Also been talking to young people and as soon as they start raising a family, they want a house. After the analysis, if it looks like some of this development shouldn't be built, can we do that?

August 7 continued	Alan Tom	Missing the boat by not using performance outcomes. Ideologies are impervious to data. Storm water and traffic are the most important considerations for this area. Get these issues out as early as you can. Doubly important since considering form-based codes. Several areas, notably on Homestead, that are also being effected by development.
	Vish Viswanathan	I am not opposed to development in Area A – good to have better bike lanes and transit. Concerned about conversation around B and C. Final proposal seemed to favor more development. Look at what Somerset and Huntington neighborhoods want. Not NIMBY. Want to see data. Daycare or dentist are good. It's a Pandora's box – concerned can't tell developers what not to do once approved. Haven't seen any data.
	Fred Lampe	Based on David Bonk's presentation, the numbers of people he used for scenarios 1 (low density) and 3 (high density) for new residents in the whole area; Citizen's Plan has lower densities than these.
	Deborah Hylton	Second Vish's statements. Appreciates the interest in the Committee to protect the Somerset and Huntington neighbors.
August 19	Unidentified	Parents might not go to the middle school open house. There will be an open house at University Mall on August 24th from 10am-2pm
	Maria de Bruyn	Would it be possible to include photographs with the concept plans, as the concept plans by themselves are hard to visualize. Would like photos of buildings that exist in Chapel Hill. Concrete images helps better with the visualization The SC could ask Amity Church to host the Community Report Out event. Some people find Survey Monkey difficult. Some people could drop off a printed copy of the questionnaire.
	Martha Petty	She sent an email to the Steering Committee with storm water images. The Burlage Circle neighborhood only has two roads the culvert has been washed out by the flooding and egress is difficult.
	Debbie Jepson	When can Trish D'Arconte attend a meeting? People are saying that the small area plan should not be too specific. If the plan is too unspecific, then the Committee may have different ideas/interpretations than the developers. How does height fit with the principles? Did the Committee agree to accept the suggestions about the Community Report Out?

August 19 continued	Michael White	Lives on Whitehead Circle. Having mixed use near Phillips and Estes Hills may not be a good idea. Safety is substantially buffered by residential uses. What kind of aesthetic considerations have there been? Modernist architecture is an important part of our Town's history, and it would behoove us to consider this history. We have a lack of statistics. Doesn't know how much daily traffic is on Estes Drive. More data, the better. A lot of discussion about safety – purely from a bike/ped perspective. Think about what the effect increased density will have on the neighborhoods – more people. Sidewalks on Estes should be built like they were in the Mason Farm/Whitehead Circle neighborhood – Built sidewalks ahead of development. Not difficult to have sidewalks installed.
	Jonathan R	Running for Town Council. Have you considered what happened in Mount Bolus? This neighborhood has a covenant and we're controlling how many families can live under one roof. Neighborhood/community itself can do this themselves. Controls the pace of growth and the pace of development. Some discussion on our listserv about the deer – this is an environmental, conservancy, and safety issue.
	Alan Tom	By this point, the Committee is divided into two groups with some people in between. The Committee engages in too much theoretical discussion about models. The group is supposed to design a small area plan. Once the Committee has the data, then should start talking in ways that are more productive.
August 29	Martha Petty	Thank you to Lucy Carol Davis for letting us tour her property. Concerned about the slopes and ravines. Not sure if what the consultant has drawn would work.
	Friends of Bolin Creek representative	The first handout shows the area with streams; has an intricate network. The second handout includes a topography map from Orange County GIS. There are steep slopes at the stream edges. The third handout shows imperviousness which is bad news for the streams. In the past decade, there have been some great engineering solutions. Streams need upkeep. We haven't figured out how to preserve our streams in the urban environment.
	Patty Krebs	The consultant's contract was a bombshell that the Town Manager dropped. Concerned about this. The payments to the consultant should end. [Ms. Krebs noted at a later meeting that she had mentioned specific monetary amounts]
	Lynne Kane	Confused by the comment that another community member made that Carolina North is dead. Part of the cost for the consultants is the continuous running of studies and gathering community input. No cars went by my house in Massachusetts, no place to go, nothing to see makes a house hard to sell. Need a critical mass to support businesses. Connectivity is very important; mentioned by many consultants as important for downtown. The Library needs a connection from N. Elliott. Cul-de-sacs are a hindrance to talking about alternative modes of transportation and transit. It gets dark here fairly early; women and elderly people are going to go places by car. Not a sense of being welcomed here; many people go to Durham.

August 29 continued	Fred Lampe	What you have modeled are four scenarios that are very similar. Need to take a more serious look at a lower density scenario. The group who developed the Citizens Concept map developed it based on R-2 zoning.
	Alan Tom	Things went well tonight. You were attempting to solve problems. Then had a group discussion. Make future discussions problem-solving. Pose topics as problems. Looked especially at school and traffic impact. It doesn't appear that schools are a big issue. They seem to be coping well. Traffic is a different issue. Have a range of choices. When mix two topics, hard to come up with a concrete map. The Town wasn't built to be the size it has become.
	Kathryn Butler	There is currently a request for development that has been submitted to the Town. If you analyze this, it would probably meet the principles.
September 3	John De Figueiredo	Lives in East Lake. Almost no one up there knows what's going on with the Steering Committee. Outreach needs to be extended. In discussions with neighbors, the following themes have developed: Substantial opposition to having commercial about Phillips Middle School and traffic on Estes Drive. Opposition if traffic is not abated.
	Debbie Jepson	Hoping a questionnaire would be developed. Should be seen by the Steering Committee beforehand. Have a proper Q&A session so that everyone can be heard.
	Chris Hakkenberg [misspelled in minutes]	Patch of Forest South of Estes – largest unprotected space in urban core. Animals and trees are here. Would be more sprawl. Against fragmentation of ecological sites. Put interests of grandchildren over that of developers. No demand for sprawl.
	Elaine Marcus	What will happen to all the information that is gathered on the 10th? Then the Committee should have a true discussion after the session rather than voting each time.
	John Morris	First meeting where there has truly been dialogue. So regrettable that so much time has gone by before real dialogue occurred. Should create a subcommittee to look at the maps and create an alternative.
	Fred Lampe	The Committee has not had a discussion about why we think only 25% of the traffic would go on Estes Drive.
	Kathryn Butler	Some of the least traffic impact is on hotels and apartments.
September 19	Will Raymond	The map and dot exercise from the Community Session shows that all the options were rejected. People asked why they couldn't vote on the Citizen's Alternative Plan. This would have carried the day. People picked the least worst option. The Committee has taken the wrong path. The Alternate Plan is a clear expression of the community's vision. Disappointed that the Committee only spoke about the plan for a short time. The Steering Committee should revisit their charter.

September 19 continued	Sheryl Wicker	Can't stop progress. This is a fabulous location – with Carolina North coming. Should be high density to utilize the property. Especially with a developer who has a good vision for the property. Also need to have parkland. Can't imagine why this would be unsafe for children to live near a commercial area. Grew up near Franklin Street and enjoyed it. Great for the transit system.
	David Moore [This may have been David Morgan]	Saw people moving dots at the Community Session. If want to be honest, throw everything out. Consistent throughout the night. Airport has kept the area from being developed. Should be thoughtfully developed. NIMBY will always be here. Carolina North will happen.
	Heidi Chapman	Estes Drive is a traffic bottleneck. Chapel Hill does have the ability to change MLK and Estes Drive. Timber Hollow is doubling capacity. People who want to further impact the area. The townspeople don't want this to be developed. Stop development to maintain Chapel Hill's integrity and beautify the area.
	John Morris	In the analysis of the electronic survey, the neutral votes could have been added to the negative votes as well as adding them to the positive votes. Should leave neutral votes as neutral.
	Gary Kahn	There are people here who attend these meetings who are concerned and who don't live in the immediate area.
	Maria de Bruyn	The plan that Committee is considering is a combination of A2 and B2. Can you look at the Alternate Plan and draw from this?
	Alan Tom	Flooding and traffic are the two major concerns. Estes is a neighborhood road and an arterial. Difficult since dealing with multiple developers. This is full of complexity. The Committee needs more time to actually talk to each other.
	Kathryn Butler	The democratic process is used to discuss public land. Here we are talking about private property. People here did not have a Committee to decide what to do with their land.

September 24	Alan Tom	<p>Just last week, the Steering Committee (Action Minutes for September 19) voted to use the map recently developed through individual conversations with Steering Committee members "as a first draft and starting point for the Committee's discussions." Tonight that same map appears on your agenda for final action because, as noted in the agenda directions, "the Committee needs to send a plan to the Planning Board for their review on October 1st" Even by the twists and turns that have become a defining characteristic of the Central West Steering Committee, the abrupt switch in one week from a map being "a first draft and starting point for ... discussions" to being an action item is an astounding change in direction. The reality is that the Steering Committee is not near being ready to offer a final report that could be meaningfully reviewed by the Planning Board next week. Let me capture major unresolved problems that are embedded in the map under consideration this afternoon (for reference, here is the map: http://www.townofchapelhill.org/Modules/ShowDocument.aspx?documentid=20575)</p> <ol style="list-style-type: none"> 1) A key problem with the plan on the table is the failure of this plan to have a set of defensible performance standards for traffic and flooding, presuming that performance outcomes are to be part of the assessment for potential developments. 2) The plan does not identify square foot maximums for each developer (you can't have both flexibility of building placement and no sense of maximum square footage and still have meaningful protection for surrounding neighborhoods). 3) The whole issue of Estes Drive is unaddressed in the plan under consideration, leaving it unclear, for example, the maximum number of lanes that might be added as part of traffic mitigation procedures or precisely what features will promote the safety of school-age children and other pedestrians (part of this latter issue may be addressed this evening). 4) Yet to be discussed and resolved is whether senior housing can be appropriately placed on a ridge with nearby steep ravines in one of Chapel Hill's last remaining near old-growth forests. 5) The southward extension of Somerset would entail it crossing a drainage area, both an expensive road to build and an environmentally questionable proposal. 6) While the map states that intensity decreases as one moves eastward on Estes, it is hard to see on that map how that claim is true. 7) Even though we now know that Carolina North is going to be phased in slower than originally expected, no provisions are apparent on the map for accommodating Central West development to the phase-in of Carolina North.
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September 24 continued	Alan Tom continued	<p>These 7 unresolved areas -- other people no doubt can add to this list -- are significant, and it is not surprising that these areas are unresolved. After all discussion of this new map has just begun, and the Steering Committee has only recently started to talk to one another in a serious way. In the absence of a skilled facilitator and with a committee charge that has morphed periodically, the Steering Committee has seemed to spin in circles for much of the past 6 months.</p> <p>When the Town Council established the Steering Committee membership last October, the Council made the committee membership broadly representative of the interests of the community, ranging from landowners to institutional representatives to residents of Central West. This was a design to promote, if not compel, consensus, and the Steering Committee early on adopted consensus as a goal. Now is not the time to short circuit that goal. I urge you to persist and to work for consensus so that the interests of everyone around the table are preserved and the final small area plan has the support of all of you.</p>
	Dave Sidor	Consensus was listed as a goal by the Steering Committee. Asking the Committee to work towards consensus. The devil is in the details. Density is not addressed.
	Maria de Bruyn	<p>The Small Area Plan should include a section on how the plan addresses the comments from the community session and survey.</p> <p>The plan should have a minimum amount of space designated to green space, and this should not say “public space” since this would include plazas, farmers’ markets, etc.</p>
	John Morris	Consider the history of the Committee’s work- the consultant produced maps that had building footprints. Then moved to A1, A2, B1, and B2 which had a lot less detail, no building footprints. This plan has less detail. Impossible to tell the detail. The Committee is handing a plan to the Planning Board that has no definition.
October 3	Larry Slifkin	Long-time resident of Chapel Hill. This plan has an emphasis on a self-contained community; can’t stop people from RTP buying here. Carolina North is pie in the sky. If they need more houses for UNC, they have the land to build it. If this is a self-contained community, why not place it in the county? Not here where it will be an imposition. The trail behind his house has had to be realigned because it fell into Bolin Creek. Put this nice concept where the land is cheap. People that live on Estes are scared. Traffic is bad. Think of the welfare of the community.

October 3 continued	Maria de Bruyn	Several Planning Board members suggested creating a hybrid of the two plans. A percentage should be specified for green space. This should include land with existing ground, plants and trees that provide habitat for animals including insects that pollinate.
	John Morris	Clearly traffic and transportation are key issues. Four concepts were analyzed. After that, Michael and Amy developed a new plan. Classifies this as mixed-use. Does not note how much square footage is here. Michael and Amy have brought up a performance standard approach. Committee seems to be relying on this. Put some numbers on the plan so that modeling can be done. Give us details about performance standards.
	Sandy Turbeville	Somerset and Huntington neighborhood have concerns about the traffic and use on the majority map. Need more specificity.
	Kathryn Butler	The original proposal for my property includes two uses that are the least generators of traffic, are off-peak, and are the highest uses of transit. If your concern is traffic, consider these uses.
	Emily Baucom	The Planning Board commented that the Committee should consider the community input they have received; please do this.
	Elaine Marcus	Looked up the definitions for green space and greenways. Could use the official definitions from Wikipedia. [Green space: protected areas of undeveloped landscape; greenway: a linear green space running through an urban area]
October 8	Blair Pollack	Reviewed the bike and ped plan. Are the existing rights of way utility rights of way? Interested in making that a pathway. This is a great opportunity for us to make those off-road paths. Would like attractive mixed-use such as near the Whole Foods in Encinitas, CA. Has good design, scale, and density.
	Vera Kornalack	The Somerset/Huntington Drive neighbors wrote a letter to the Steering Committee. Would like compatible neighborhood development. In regards to storm water, encourages the Committee to use a high level of language, refer to “state of the art.” Traffic on Estes makes it a nightmare to get home. A public safety concern. Hard to pick up son from school because traffic is so bad. Direct new development onto MLK.
	Maria de Bruyn	This report should include a glossary and define words such as intensity, density, and greenway. Need to include how this plan addressed the concerns of the community over the past year.
	John Morris	Letter in the Chapel Hill News about dangerous conditions on Weaver Dairy Road. When trying to get out of Timberlyne, dangerous there. Lots of traffic could be added here on Estes/MLK. Should maintain existing. If went with the highest level plan (B2), would necessitate 7 lanes at the intersection. Don’t think that density would reduce the speed of cars on Estes. Logic of plans is going to create intolerable traffic on Estes. Going to have pressure to widen Estes. Dumps traffic at the schools. Worries me.

October 18	Patty Krebs	Read an email from Megan Wooley about documenting public participation comments received at Steering Committee meetings. The job Megan has been doing recording the public comments has been inadequate. Read her quote from a previous Steering Committee meeting. Read Megan's recording of these comments. Stated that my comments have been scrubbed to remove the embarrassing parts.
	Maria de Bruyn	Disappointed to see that the Concept Plan does not have more specifics regarding open space. Would like for the plan to include a percentage of green space. [not open space as in the minutes]
	John Ager	Traffic analysis focuses on the efficient move of cars from A to B. Not the main concern of everyone in Town. We are pushing the envelope here. Obey Creek has talked a lot about placemaking. Need to consider what kind of place we want this to be. Need to think about what the Town can benefit from. Made comments at the last Planning Board meeting that it is my personal opinion that Estes Drive is bound to be widened. Need to move people in volume. This opinion is not me doing a bunch of traffic analysis. Applaud your efforts to try to make sense of it. Estes is a primary road for moving people through Town and to Carrboro. Kimberly Brewer on the Planning Board did ask for a sensitivity analysis. A sensitivity analysis is not just one thing. Can also be very expensive.
	Fred Lampe	Principle #13 – There is no economic section. Is this principle no longer important? You failed one of your fundamental principles. There is a dramatic possibility that this will cost the plan \$100 million a year. Ignored Principle #13.
	Alan Tom	Not sure what happened. Lucy's motion was not passed. Kept most important item until last: transportation. How does everything fit together? The Town does not have an answer to that.
	Sam Horowitz	There was a call earlier to do a sensitively analysis. Just said you can't do this. Kissed it off.

November 7	Maria de Bruyn	<p>The Steering Committee members have all devoted a lot of effort to the Central West process, likely much more than any of you anticipated when joining the Committee and I'd like to thank you all for the time you devoted to this.</p> <p>Among the recommendations for revisions to the plan that you will discuss this evening is one that would address a request for a minimum percentage of green space. It says: "The percentage of open space in the area north of Estes Drive will be at least 15%. The entire focus area is anticipated to have 40% of open space which includes open space and undevelopable land." This is an extremely disappointing proposal and I would hope that you would consider changing it. First, the proposal refers to open space rather than green space. Green space is not defined in the glossary; open space is and includes agricultural uses, pastures, meadows, parks, recreational areas, lawns, gardens, cemeteries, ponds, streams, etc.</p> <p>Green space should be defined in the glossary as protected areas of land that preserve the existing natural features as they are, including ground cover, shrubs, saplings, trees, decaying wood and other natural elements that help absorb and retain rain water and provide a habitat to wildlife, including mammals, insects and birds.</p> <p>The request has been made for a minimum percentage of 15% of green space, not open space. This percentage should also not include the RCD, which already is being preserved. Further, the percentage should not apply only to the area north of Estes Drive but to the entire area of land under discussion. I would further request that the definition of green space be added to the Glossary, as well as the terms workforce housing and traffic mitigation measures.</p>
	Dave Sidor	<p>The Committee adopted consensus as a goal. You should work towards this tonight. There is consensus between the Citizens Plan and the Steering Committee plan in that both talk about the land swap as an option. Thank you to the Steering Committee for your hard work and effort.</p>
	Elaine Marcus	<p>I am greatly disturbed that a member of the Steering Committee was able to read a letter that concerned another Steering Committee member. It was inappropriate and disrespectful. Thank you to the Steering Committee for their work.</p>
	Fred Lampe	<p>The Town indicated that you are going to do an economic analysis. Based on the back of the envelope work I've done, the Steering Committee's plan will be a burden on the Town. Will also have great traffic impacts. Disappointed in the Steering Committee.</p>

October 21, 2013	Speaker	Public hearing at Town Council (summary of issue addressed)
	Jason Baker	Planning Board hopes to come with consensus recommendations
	Alex Pfaff	Save the principles from the SC plan and consider Citizens' plan; more information and data needed
	Fred Lampe	Do a traffic analysis with different assumptions concerning amount of traffic on Estes Drive
	Julie McClintock (SC member)	Consider higher percentage of affordable/workforce housing as in Citizens' plan
	Watson Bowes	Consider Citizens' plan; higher density should not be encouraged to maximize profit for landowners
	Michael Paul	More consideration needed of environmental impacts of the SC plan for the forest and watershed; re-consideration of RCD
	Mickey Jo Sorrell (SC member)	Residents' input must be incorporated into the SC plan
	Will Raymond	Explanation of 3D maps presented to SC
	John Morris	View CW development in context of development in the whole town and where higher density is more appropriate (Fordham Blvd, Franklin Street, Rosemary Street)
	Erin Langston	Parents' considerations need to be taken into account, as well as traffic at peak hours in the morning and evening and school drop-off and pick-up times
	Daniel F	Explained he was a traffic consultant hired by the citizens
	Firoz Mistry (SC member)	Explained where SC work went off track
	Tom Henkel	Noted that returns on land development to the Town are not taken into account in the SC plan and endorsed the Citizens' plan
	Mike Albritton	Excited about walkable small retail but worried about building on steep slopes south of Estes, a hotel on the corner of MLK/Estes and thinks the Citizens' plan has merits
	Mark Weisburd	Noted that principle 13 on economic impact is not addressed in the SC plan; also noted that staff of the Law Faculty are unaware of any plans from UNC to move forward with building at Carolina North
	George Cianciolo	Felt that citizens had the chance to give input and completely supported SC plan

October 21, 2013	Al Shapiro	Quoted two residents' concerns who could not get into the room
	David Morgan	Real estate developer who hoped that the SC plan would deliver a workable plan but noted that the opportunity has been lost as the SC gave in to strident voices
	Sarah McIntee (SC member)	Said that the conversation is still ongoing and the SC has a lot to do as discussions on certain areas have not been completed, e.g., transportation. She suggested connection roads in existing surrounding neighborhoods be considered and asked that the SC's time be extended to finish the work.
	David Tuttle (SC member)	Urged consideration to be given to citizen input
	Chris Hakkenberg	Expressed concerns about the intact forest in CW south of Estes and noted that approving the development in the SC plan could mean being complicit in intergenerational theft of an environmentally important area
	Alan Tom	Questioned the idea that citizens were trying to hijack the process and noted that citizens have presented a specific plan. Agreed with Sarah that the time should be extended as the SC plan is not ready for prime time
	Elaine Marcus	Excited about some of the development proposed but feels that the SC plan is like trying to fit a size 9 foot into a size 6 shoe. Hoped the Council would look at the plans without preconceived notions and look at needs, also ensuring preservation of green space.
	Patty Krebs	Presented petition asking for the Town Council decision to be postponed (150 signatures and more coming in which will be delivered on 25 November)
	Eric Hyman (SC member)	Very proud of the SC work and said he is trying to advocate for future generations in supporting the SC plan
	Jared Simmons (SC member)	Noted that the Bike and Ped Board is very excited about the SC plan and will discuss it on 22 October, passing on their recommendations to the Greenways Commission on 23 Oct
	Loren Hintz	Asked about the strategy envisioned in the SC plan – SUPs for development? Thought some more discussion was needed about 8-story buildings
	Kathryn Butler	Reminded everyone that CW is the one of the largest undeveloped areas in Chapel Hill that has access to a robust transit system and that higher density will appeal to younger generations
Beth Mueller	Protection of the tree canopy and the tree-lined sides of Estes is important and this should not disappear with development; an 8-foot land strip of trees is not sufficient.	