

To view a complete listing of all questions/comment received at the various Carolina North meetings, please visit [Summary of Key Interests - Carolina North Planning Process](#) (pdf) or [Summary of Key Interests - Carolina North Planning Process](#) (MS Word).

**Summary of Key Interests
Proposed Carolina North Development
Public Input/Information Session
March 4, 2009**

The following questions/comments were raised during the Carolina North Public Input/Informational Session that was held on Wednesday, March 4, 2009. Since this meeting included four different sessions organized by topic (Environmental Standards, Energy Conservation, Traffic and Transportation, and Stormwater Management), the questions/comments are organized by each session's topic.

Interests Raised by Citizens (Verbal)

Environmental Standards

- Would like identification of specific champion species and unique biological assets, and would like to see a priority list of biological assets worth preserving that might require unique sensitivity, etc. Where do things stand on this process?

Energy Conservation

- What is the magnitude of the carbon emissions for the University cogeneration facility for the main campus?
- What are some of the alternative fuel strategies that the University is considering?
- Has UNC considered looking at a total energy budget for Carolina North?
- What kind of metrics are you discussing in terms of per capita or per square foot usage? Is there a limit at which you would cap energy usage?
- What is the energy conservation plan five years out? How does the University plan to evolve its strategy?
- Need to make sure that the University's evergreen plan can be monitored and achieved, and that other technologies in the future can be incorporated into the development agreement. Do not want the development agreement to be an obstacle that blocks our ability to utilize technology that comes along in the future. Need to include language in the development agreement to ensure compliance and maximize desired flexibility.
- Has a power source/power plant been designed?
- Will the University buy electricity from Duke Power?
- The development agreement states that the energy efficiency standards for Carolina North will meet the State's energy requirements. However, at this point, the State requirements do not include a goal stated in the University's climate action plan. Accordingly, the development agreement needs to state that the energy standards for Carolina North will exceed the State's requirements.

- A lot of people believe that solar energy applications are currently too expensive. There are companies that will install solar systems and establish a contract to sell the energy to the user. They use tax rebates to make their business model work. The University could take advantage of these tax rebates and basically install solar on the first building without incurring additional capital costs. For that matter, the University could even design the building's roofs to be able to support solar collectors, and the additional cost of the roof would also be eligible for solar tax credits. Thus, there is a way for the University and even the Town to lower their up-front costs and utilize solar energy in order to lower their energy consumption and costs.
- As we are waiting on new technologies, we need to keep in mind that the amount of solar energy coming from the sun is not going to change.

Traffic & Transportation

- If you look at demographics of UNC's work force, one would expect that there will be pressure on Eubanks Road, Homestead Road, and Estes Drive from the west. Also anticipate that there will be trickle down effects on Elkins Hills neighborhood and along Piney Mountain Road and Honeysuckle Road. In the originally proposed traffic impact analysis, these things were not taken into account. Also, what about factoring in cumulative impacts from the proposed Altemueller Property and the recently approved Grove Park development? Are these impacts going to be factored into the analysis?
- If you do an analysis within the boundaries of the Carolina North project, not sure how you can coordinate that with growth outside of the project. Makes more sense to have a step-wise iterative process where you do a rolling series of traffic impact analyses as the development grows, with a series of thresholds that indicate when you would need another one. Consider building in details in a generic way.
- Need to have some wording in development agreement to figure out the thresholds as you go, because things are changing in the outside world as you move forward.
- As difficult as it may be to predict exactly what is going to happen within Carolina North's boundaries, it is even harder to predict what is going to happen in the surrounding areas, including Chatham County.
- It is encouraging that the Town and the University seem to be trying to get their hands around the whole thing. If we look at Meadowmont on East 54, there was not really much detailed traffic analysis which resulted in a complete mess.
- When speaking of analyzing Hillsborough Street, want to confirm that we are also looking at adjoining streets such as Franklin, Rosemary, etc.
- With regard to the transit plan, what is the best possible estimate as to when all these things will happen? For example, regarding the rail coming in from the northeast, what is the most optimistic estimate and the most pessimistic estimate as to when we would get light rail?
- Given that NC State's Centennial Campus includes approximately 3 million square feet of floor area, what are they doing for mass transit?

- If the rail is not anything that is going to help us in the immediate future, and the traffic impact plan shows that Martin Luther King Jr. Boulevard cannot handle the traffic, what are we going to do? Look at park and ride lots?
- Have discussions begun regarding cost and locations for projected park and ride needs?
- Looking for different trigger points, if the underlying assumptions do not hold true, what kind of transit picture do we have?
- Does not like transit study map as it is justifying a high density pattern of growth along Martin Luther King Jr. Boulevard, much like East 54. Personally believe that people want to develop MLK, and then get transit to service it; in other words, they want to use this type of development as a carrot to get transit. Would like an A scenario and a B scenario and talk about these trigger points. Feels that this particular graphic is a sales pitch for higher density development along this corridor.
- Concerned that five East 54s will get built on Martin Luther King, Jr. Boulevard in an effort to attract mass transit.
- What is the University's current thinking on who will own and maintain the roads at Carolina North?
- Are most of the roads on main campus owned and maintained by NCDOT?
- Of the opinion that roads on the main campus are in terrible condition, partly due to recent construction activity. How can we prevent this from happening at Carolina North?
- What is bus rapid transit (BRT)?
- Are we talking about widening Martin Luther King Jr. Boulevard, and how are we going to get pedestrians across this corridor?
- In order to get federal funding (which staff has indicated that that we are going to need in order to make all of these traffic improvements), we are going to need to pass some sort of test in terms of density with whomever makes these decisions. Is the Town thinking that we will just need high density along major corridors, or are we going to need it all over Town? How much will we need to get the federal funding?
- How are the Town and the University going to coordinate to make sure that everything gets the focus it deserves and comes together in the desired fashion? Would help if this work was more visible, so citizens feel more comfortable. Would like to hear and understand the plan to get to the desired result.
- The transportation studies need more public communication. Also, these studies are expensive, so as you do the planning, be sure to build in the proper funding to do the proper studies to make sure that everything will work.

Stormwater Management

- Supports use of University's innovative techniques on the main campus at Carolina North.

Interests Raised by Citizens (Written)

Environmental Standards

- Continuing ASSAY of environmental conditions
- Is development affecting established protected zones?
- Identify unique biological assets for preservation (ex. Mountain Laurel along Bolin Creek)
- Tie environmental standards to commitment to monitor
- How is compliance insured?

Energy Conservation

- Energy efficiency requirements exceed stats as per Town
- Business models - renewable energy
- Build an electric generation plant & use a combination of wood, gas, other biogas, & solid waste
- Both partnerships - they own the system (government/UNC) guaranteed customer

Traffic & Transportation

- Public transit will be used between campuses, but the average resident wants to go to a variety of places in the whole Triangle area and/or is raising children and/or is caring for other family members.
- Garages and parking cannot be eliminated even as public transit is expanded.
- How will the Town and UNC collaborate to plan & operate an expanded and integrated bus system to provide public transit during the interval before the opening of a future light rail/fixed guideway system?
- It is important to avoid clogging major arterial roads with lines of buses!
- How & where will Carolina North connect to the main campus with respect to transportation?
- Look at Centennial Campus to assess how much transit will be needed for 3 million square feet of floor area.
- Given that Hillsborough Street is a residential street, but is also used as a cut through for University traffic, what plans are being made to keep thru traffic on Hillsborough to a minimum & to ensure that traffic adheres to the 25mph speed limit on the street & stays two-way?
- Still consider making immediate use of the railroad for transit. (at least the ROW)
- Personal vehicles will become more and more energy efficient and less carbon-emitting.

Stormwater Management

- Plan for remediation of negative offsite issues (ex. water runoff Dry Creek/Bolin Creek)?

Other Comments

- About a year ago, a UNC professor researching sleep disorders recommended that homeowners buy blackout shades if safe lighting in Chapel Hill bothers their sleep.
- Please keep in mind that the first item on any Police, Public Safety list is “light your property”.
- People 60 and older need good lighting to attend events after dark.
- According to the Raleigh News and Observer 3/4/09 “Carolina North Cost to Towns Assessed”, Chapel Hill will incur a \$12 million loss over 15 years because a new fire station would need to be built in the ninth year of the plan. It also states that “revenue from sales and property taxes would largely offset the costs local government would incur”. Recently, Orange County revalued properties at an average 23% increase countywide. Chapel Hill/Carrboro increased 29%. Chapel Hill is already around the second most expensive place to live in N.C. in regards to tax cost to residents. What is being done to help minimize the already onerous property tax burden for Chapel Hill homeowners?
- Get local/regional wood (improve forest health as a result of cutting-see NCSU wood energy study)
- Build community scale retail, not just boutique.
- Create compost area to accept local organic wastes.