



Hillsborough – Orange County Strategic Growth Plan

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Meeting Summary – Steering Committee (3rd meeting 3/22/06)

This is a summary of the third meeting of the Strategic Growth Plan Steering Committee, which was held at the Orange County Planning and Agricultural Building Food Lab from 6:00 to 7:30 pm on March 22, 2006. This was the third in a series of meetings to develop and refine a strategic growth plan for the Town of Hillsborough and its immediate surroundings. This effort is being jointly undertaken by the Town of Hillsborough and Orange County, through the formulation of Steering Committee convened to guide a series of consultants through the development of the Plan.

The Strategic Growth Plan is intended to clarify the most desirable rate, timing, and location for future growth occurring over the next 20 years within and around the Town of Hillsboro. This effort builds upon the previous work of Hillsborough *Vision 2010 Plan*, and the Orange County/Town of Hillsborough *Urban Transition Area Task Force*, which prepared a Principles of Agreement document between the two jurisdictions regarding land use planning and public utility extension in areas around Hillsborough. Additional information on the *Strategic Growth Plan* and these prior efforts is available on the Town of Hillsborough’s website at <http://www.ci.hillsborough.nc.us/>.

The following paragraphs summarize the proceedings of the Steering Committee’s third meeting:

DATE CHANGE FOR 4th MEETING

The meeting was opened by Eric Hallman, and the first order of business was to adjust the date for the fourth meeting of the Steering Committee. The original date (Wednesday, April 19th) was moved to **Thursday, April 27th**, 6:00 to 7:30, at the Town Hall Town Barn.

RECENT ANNEXATION/REZONING REQUEST TABLED

Eric Hallman reported that the Hillsborough Planning Board had recommended to the Town Board that a pending request for an annexation and rezoning request for 38 acres near the current recycling site on NC 57 north of Town be tabled pending further action by the Steering Committee on the Strategic Growth Plan. The Hillsborough Town Board accepted the Planning Commission’s recommendation, and delayed consideration of the annexation/rezoning request until July, 2006 pending receipt of some preliminary recommendations by the Steering Committee on appropriate land uses for areas north of town.

WEB PAGE STATUS

Margaret Hauth indicated that the Town’s webpage has been updated to include information related to the Strategic Growth Plan, Urban Transition Area Task Force, and a spreadsheet including information from the recent potable water capacity model.

Steering Committee Members:

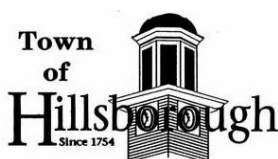
Eric Hallman (Hillsborough)
Barry Jacobs (Orange Co.)
Kent Corley (Hillsborough)
Lauri Michel (Hillsborough)
Ted Triebel (Orange Co.)
Alois Callemyn (Orange Co.)
Paul Kimple (Hillsborough)
Paul Newton (Hillsborough)
Pam Paul (Hillsborough)
Hervey McIver (Orange Co.)

Staff:

Margaret Hauth (Hillsborough)
Craig Benedict (Orange Co.)

Consultant Team:

Roger Waldon (Clarion)
Scott Radway (Radway & Weaver)
George Alexiou
(Martin/Alexiou/Bryson)



MEETING SUMMARY TWO

Roger Waldon asked the Committee if anyone had any issues or concerns regarding the meeting summary for the Committee's second meeting on 2/22/06. No one had any concerns or amendments, and this summary will be posted on the Town's website (<http://www.ci.hillsborough.nc.us/>).

COMMON GOALS

Roger Waldon briefly discussed the finalized set of Common Goals for the project that was distributed prior to the third meeting. There were no additional suggested changes. These 6 common goals will serve as a guide for the balance of the work on the Strategic Growth Plan. The goals can be reviewed at the Town's website.

PUBLIC FORUM ON TRANSPORTATION ISSUES

Roger Waldon discussed the Public Forum on Transportation Issues sponsored by the Walkable Hillsborough Coalition on Saturday, March 18th. The forum was attended by approximately 80 individuals and focused on an overview of local transportation issues and projects. One of the most significant issues discussed was the fact that no major funding for roadway projects will be forthcoming over the next ten years, while at the same time, the Town's population is expected to increase as much as 25 percent. The Forum also presented information about the proposed Master Sidewalk Plan, Master Greenway Plan, public transportation and parking information. The presentation given by Eric Hallman during the forum is available on the Town's website, along with notes from the various breakout sessions, and additional information regarding strategic planning for Churton Street.

GROWTH SCENARIOS

The next portion of the meeting was devoted to discussion of the potential growth scenarios to be explored by the project. The growth scenario approach is the approach selected by the study team as the primary way to evaluate the range of choices about growth that are available today. Growth scenarios are a way to evaluate one or more alternative futures by comparing the potential benefits and costs of one proposed growth strategy against the potential costs and benefits of one or more other strategies. Growth scenarios can be used to estimate a snapshot view of service delivery costs, environmental impacts, tax revenues, or quality of life issues that could be expected to result in the future from a decision(s) made today. To allow for meaningful comparisons, growth scenario modeling typically includes some basic assumptions, such as a consistent time horizon for all scenarios being considered, and a consistent amount of total growth for each scenario over the time horizon.

The Strategic Growth Plan process will involve a series of three scenarios, each based on an approach to planning for the future. The proposed scenarios include the Status Quo, a Planning Emphasis or "Smart Growth" scenario, and a scenario called "Market Realities". Each of these scenarios is summarized below:

- **Scenario 1: Status Quo**

This scenario is characterized by current planning practices and policies that continue into the future largely unchanged. Assumptions regarding density and rate of growth are based on past experience and are held constant. Expected development is derived from the amount of new development that has already been committed through the approval process, along with an increment of new growth that is consistent with the public infrastructure capacity remaining after committed development has been completed. In this scenario, development would be generally expected to continue to utilize vacant lands proximate to existing transportation corridors with limited infilling in the core downtown area and in areas between the transportation corridors.

- **Scenario 2: Planning Emphasis**

This scenario is characterized as a "Smart Growth" approach to future development that proposes a series of policies and planning tools designed to ensure that growth is directed to areas that are most suitable, and away from areas that are the least suitable. Generally speaking, development would be channeled to areas already served by existing infrastructure,

and a greater emphasis would be placed on compact urban form and infill development, resulting in a “density gradient” where density declines with distance from the core of the Town. The rate or timing of new development would likely be controlled as well.

▪ **Scenario 3: Market Realities**

Scenario 3 can be characterized as the “hybrid” or “in between” option, with more planning controls than that proposed in the status quo approach, but less restrictive than the Planning Emphasis scenario. This approach is the most flexible of the three, and could be modified to favor one geographic area (such as the area south of Hillsborough) over other areas such as the north. Incentives for infill or redevelopment of lands in or near the core along with disincentives for sprawl could be integrated.

Additional information on each of these proposed scenarios was distributed to the Committee members, and has been reprinted in this document. Key comments from the committee on the draft scenario descriptions are listed below:

- There should be a locational aspect to the scenarios, where the scenarios consider focusing development into one area as opposed to another area.
- The scenarios should address temporal issues such as short, medium, and long term time frames.
- The scenarios should address the preferred types and mix of land uses, as well as the potential locations of new uses.
- There were several questions about the type and nature of incentives that would be considered.
- Transportation needs to be factored into each of the scenarios in a more prominent way.
- The scenarios need to address infill and better utilization of existing areas.
- How much total growth could be supported by the existing infrastructure capacity, regardless of the scenario?

The Committee requested that the Orange County School Board be contacted and asked to provide their information on planning and forecasting for consideration in the scenario development process.

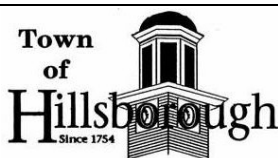
DISCUSSION OF THE COST OF SERVICES STUDY

During the discussion of the scenarios, there was a question regarding a recently completed Cost of Services Study. Diane Reid, from the Orange County Economic Development Commission, commented that according to the Cost of Services Study, for every dollar spent by the Town on services on each of the following land uses, the Town recovers the following amount of tax revenue:

- Residential: \$0.76
(residential development is a net loss)
- Commercial/Industrial: \$4.30
- Agriculture: \$1.30

PREVIEW OF TRANSPORTATION

The next portion of the meeting included a brief preview of next meeting’s Transportation System presentation by George Alexiou of Martin/Alexiou/Bryson, the Transportation Consultant for the Strategic



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Growth Plan. Mr. Alexiou indicated that he will present information on the current transportation capacity and constraints, focusing largely on automobile traffic and existing levels of service on the Town's roadways. Mr. Alexiou explained that ultimately, his firm will help the Committee explore the transportation system's impact on desired growth patterns.

The meeting was adjourned following Mr. Alexiou's presentation.