

# UNC Drafts Development Plan

By Emily Drum  
Staff Writer

JULY 12 - The University has taken another important step on the road to making its Master Plan come to life.

UNC submitted its Development Plan for campus expansion to the Chapel Hill Town Council on July 5. The town has until the end of September to review the inch-thick document, and will vote on it in October.

The plan includes not only building plans, but also solutions for traffic patterns, environmental issues, town noise ordinances, storm-water management, public utilities, pedestrian circulation and historic districts.

The Development Plan comes on top of the town's July 2 approval of UNC's rezoning proposal, which places the University in a new Office/Institutional-4 zoning district.

The new district does not cap the amount of square footage that the University can develop. UNC's previous OI-3 district limited it to 14 million square feet. The University now occupies 13.6 million square feet, and seeks to add approximately 5.9 million square feet as part of the Master Plan approved by the Board of Trustees in March.

Associate Vice Chancellor for Facilities Services Bruce Runberg said all of the buildings outlined in the Development Plan meet the requirements in the Master Plan.

"Clearly, it's an all-inclusive plan and an integrative plan," Runberg said. "We

basically don't have any projects in there that are unnecessary."

Provost Robert Shelton said it is necessary to look at the long run to make growth a positive experience for both the University and the town.

"We're coming to them with the whole picture," he said. "(The Development Plan) is truth in advertising."

Shelton added that, if planned well, UNC's expansion can benefit Chapel Hill. He said the town will gain additional income from projected increases in student enrollment.

But Special Assistant to the Chancellor Jonathan Howes said those students will need somewhere to live.

"I suppose the most urgent problem is increasing housing on campus," Howes said. "That is the issue that is most challenging for the town."

The increase in population will increase traffic, and the Development Plan covers the transportation issue at length.

According to the plan, the University intends to replace surface parking with underground parking and above-ground decks. UNC also hopes to increase use of alternative modes of transportation, such as mass transit, bicycling, ride-sharing and walking. On-campus residents will lose parking, and the plan estimates that 2,715 commuters will need to find alternate modes of transport.

Chancellor James Moeser said the town had input into the creation of the Development Plan to address trans-

portation concerns, as well as other issues at stake for Chapel Hill residents as the University grows.

"This was done in close consultation with town staff in the past few weeks," Moeser said. "It's not just for us. It's for the public good."

Runberg said the University has already made concessions to the town. He also said he expects more public input in the future. "I'm sure we're going to get a lot of suggestions, complaints and ideas," he said.

Student Body Vice President Rudy Kleysteuber said he thinks planners have done a good job of considering town concerns so far.

"The state is growing," he said. "We can't help that. We obviously want to maintain the caliber of our education."

But junior Jesse Davidson of Statesville said he does not want to see an increase in the student number.

"I just hope that the Master Plan doesn't overshadow students and doesn't overshadow the fact that we are here to get an education," he said.

In essence, the Development Plan is a look at the steps that the University will take to ease its growth into Chapel Hill as the Master Plan becomes a reality.

Moeser said that because of the plan's comprehensive nature, no one part is more important than another. "This is the roadmap for the future for us."

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# Flying Club Finds New Nest After Losing Lease

The Chapel Hill Flying Club, now the Wings of Carolina Flying Club, will relocate to Sanford-Lee County Airport.

By Geoff Wessel  
University Editor

JULY 26 - Local aviators are preparing for a shift in the amount of driving involved when they want to fly.

The Chapel Hill Flying Club will relocate Sunday to the Sanford-Lee County Regional Airport, located between Raleigh and Fayetteville, after UNC told the club in May that it would have to leave the University's Horace Williams Airport.

Flying Club President Stan Munsat said most club members feel good about the move.

"We are generally optimistic," Munsat said. "The membership will shift as we change our geographical location, but we haven't seen any large exodus of members."

He said the relocation will be more of a blow to Chapel Hill than to the club.

"It's a loss to the people in this area," Munsat said. "It's been a tremendous resource for the town of Chapel Hill to have a place where people could learn to

fly. It's certainly appropriate in a university town that an educational club like the Flying Club could do something for the people and students."

The move will also make it harder for members of UNC's Carolina Flying Club to take lessons with the club, Munsat said.

UNC senior Giselle Hartl, president of the Carolina Flying Club, said members of the student club take lessons with the Chapel Hill Flying Club and will now have to travel for those lessons.

"I am disappointed," Hartl said. "(The Chapel Hill Flying Club) was a great resource for students, and it's disappointing that it won't be here for students to use."

But Munsat said the move could bring positive changes for the group as well.

"It's a new chapter in the club's history," Munsat said. "We're going to be known as Wings of Carolina Flying Club. We're going to start using that name from now on."

He said he expects the club's membership to grow as it becomes more accessible to Raleigh's larger population.

The club was originally told it would have to leave Horace Williams Airport on May 16, when Chancellor James

Moeser cited recent accidents as the reason for his decision not to extend the club's lease after it expired June 30. Three club planes have been involved in crashes at or near the airport since 1999.

After the most recent crash on April 19, club members did not notify authorities or the University until two and a half hours after the crash. The delay prompted a reprimand from the University and discussion that ultimately led to the decision to close the airport to the club.

"We were particularly concerned with the irresponsible reporting of an accident," Moeser said.

The University extended the club's relocation deadline by a month when members were having difficulty finding a new location, said Associate Vice Chancellor for Auxiliary Services Carolyn Elfland.

"I think they've been very cooperative," Elfland said.

Elfland added that University officials feel ending the club's lease was the right decision. "I don't think that anything has changed. The reasons the decision was made are still valid."

Geoff Wessel can be reached at vroom@email.unc.edu.

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