

**AGENDA**  
**CARRBORO BOARD OF ALDERMEN**  
**TUESDAY, DECEMBER 17, 1996**  
**7:30 P.M., TOWN HALL BOARD ROOM**

Approximate Time\*

7:30 - 7:40    A.    REQUESTS FROM VISITORS AND SPEAKERS FROM THE FLOOR

7:40 - 7:45    B.    CONSENT AGENDA

- (1)    **Approval of Minutes of Previous Meeting:** December 10, 1996
- (2)    **Request to Set Public Hearing/Land Use Ordinance Text Amendment to Include O and OA in PUD**

The administration requests that the Board of Aldermen set a public hearing for January 21, 1997 on a land use ordinance text amendment which incorporates the O and O/A zoning designations into the PUD zoning districts. The administration also requests that the proposed amendment be referred to the Planning Board for its review and recommendation.

7:45 - 7:55    C.    RESOLUTIONS, PROCLAMATIONS AND CHARGES

D.    PUBLIC HEARINGS

- 7:55 - 8:35  
P/5
- (1)    **Continuation of Public Hearing/Conditional Use Permit Request/University Commons Condominiums**

Scott Brunet, of Onsite Corporation, has applied for a conditional use permit to construct 72 condominiums in six separate, three-story buildings on a 17.162-acre tract of land located at 303 Smith Level Road. The property is located on the eastern side of Smith Level Road, just south of Morgan Creek and the Frank Porter Graham Middle School, and is identified as Tax Map 122, Block B, Lot 18.

E.    OTHER MATTERS

- 8:35 - 8:45  
P/5
- (1)    **Pine Street Residential Traffic Management Plan**

The Board of Aldermen at its meeting on June 25, 1996 directed the town staff to set up a meeting with Pine Street residents and Board of Aldermen representatives to discuss traffic management options. The purpose of this item is to review traffic analysis of volumes and speeds along Pine Street and recommend to the Board traffic management remedies along Pine Street.

- 8:45 - 9:00  
P/5
- (2)    **Worksession and Request to Set Public Hearing/Land Use Ordinance Text Amendment/On-Street Parking Requirements**

The Board of Aldermen adopted text amendments that revised residential street standards on August 27th and November 19th. The purpose of this item is to: (1) address parking on residential streets; (2) set a public hearing for January 21,

9:00 - 9:10      **BREAK**

9:10 - 9:25  
NP

(3) **Information on Graduated Driver License Proposals and Statistics on Accidents Involving Motor Vehicles Operated by Persons Less than 19 Years of Age**

The purpose of this agenda item is to provide the Board of Aldermen with information on the current proposals being advocated concerning a Graduated Driver Licensing Program for persons under 18 years of age and to provide information on accidents in Orange County involving motor vehicles operated by persons less than 19 years of age.

9:25 - 9:30  
NP

(4) **Appointment to Agenda Planning Committee**

The Board of Aldermen will consider making an appointment to the Agenda Planning Committee to replace Alderman Gist, whose term expires on December 31, 1996.

9:30 - 9:45 (5) **Report from Small Area Plan Facilitation Steering Committee**  
P/5

**Alderman Bryan will present the Facilitation Steering Committee's Areas of Consensus for a Facilitated Process for the Small Area Planning Study Area to the Mayor and Board of Aldermen for consideration and ask the Board to provide comments.**

9:45 - 9:55  
NP

(6) **Request to Allocate Funds to Conduct Cable T.V. Survey**

The town's cable t.v. consultant has recommended that all municipalities in the Triangle J Council of Governments Cable T.V. Consortium administer a cable t.v. subscriber satisfaction survey. The purpose of this agenda item is to request that \$650.00 be allocated to administer the survey.

9:55 - 10:00 F. MATTERS BY TOWN CLERK

10:00 - 10:15 G. MATTERS BY TOWN MANAGER - Request for Closed Session to Discuss Property Acquisition

10:15 - 10:25 H. MATTERS BY TOWN ATTORNEY

10:25 - 10:35 I. MATTERS BY BOARD MEMBERS

\*The times listed on the agenda are intended only as general indications. Citizens are encouraged to arrive at 7:30 p.m. as the Board of Aldermen at times considers items out of the order listed on the agenda.

# BOARD OF ALDERMEN

ITEM NO. B(2)

## AGENDA ITEM ABSTRACT

**MEETING DATE: Tuesday, December 17, 1996**

**SUBJECT: REQUEST TO SET A PUBLIC HEARING: Land Use Ordinance Text Amendment --  
Office & Office Assembly Zones in PUDs -- §15-136, 137(c), 139(a)(2), & 146**

DEPARTMENT: <b>PLANNING DEPARTMENT</b>	PUBLIC HEARING: <b>YES</b> ____ <b>NO</b> <u><b>X</b></u>	
ATTACHMENTS: Proposed Ordinance	FOR INFORMATION CONTACT: Lisa Bloom-Pruitt, 968-7714	
THE FOLLOWING INFORMATION IS PROVIDED:		
( X ) Purpose	(X) Background	( X ) Analysis
( X ) Recommended Action		

### PURPOSE

The purpose of this item is to request that the Mayor and Board of Aldermen consider the land use ordinance text amendment information provided and set a public hearing for January 21, 1997.

### BACKGROUND

The planning staff in consultation with the Town Attorney, Mike Brough drafted the attached ordinance for the Mayor and Board of Aldermen to consider during a public hearing. The town staff recommends amending Section 15-139, Planned Unit Development District of the Carrboro Land Use Ordinance. The proposed amendment adds the Office (O) and Office/Assembly (O/A) districts established by Section 15-136 to the possibilities to which the commercial element of a Planned Unit Development (PUD) district may correspond. The PUD district was last amended in 1987. The O and O/A zones were established in 1991. At that time, the O and O/A zones were not added to the list of possible zoning designations for the commercial element of a PUD district to correspond. Doing so now would entail making revisions to subsection (a) of Section 15-139.

### ANALYSIS

#### Planned Unit Development District

(a) There are thirty-six different Planned Unit Development (PUD) zoning districts as described in Section 15-139. Each PUD zoning district is designed to combine the characteristics of at least two and possibly three zoning districts. This section was last amended on 2/24/87.

- (1) There is one residential element in each PUD district. There are six residential possibilities, each one corresponding to one of the following residential districts identified in Section 15-135: R-20, R-15, R-10, R-7.5, R-3, or R- S.I.R. Within that portion of the PUD zone that is developed for purposes permissible in a residential district, all development must be in accordance with the regulations applicable to the residential zoning district to which the particular PUD zoning district corresponds.
- (2) A second element of each PUD district is a commercial element. There are three possibilities for commercial districts, each one corresponding to either the B-1G, B-2, or B-3 zoning districts established by Section 15-136. Within that portion of a PUD district that is developed for purposes permissible in a commercial district, all development must be in accordance with the regulations applicable to the commercial district to which the PUD district corresponds.

*(Note: This subsection does not include the O or O/A zoning districts as permissible districts because the O and O/A districts were established in 1991 and section 15-136 was not amended at the time to permit a second element of a PUD district to correspond to one of these new commercial districts.)*

- (3) A manufacturing/processing element may be a third element of any P.U.D. district. Here there are two alternatives. The first is that uses permitted within the M-1 district would be permitted within the P.U.D. district. The second alternative is that uses permitted only within the M-1 or M-2 zoning districts would not be permitted. If an M-1 element is included, then within that portion of the P.U.D. district that is developed for purposes permissible in an M-1 district, all development must be in accordance with the regulations applicable to the M-1 district.

There are currently thirty-six different PUD zoning districts that may be derived from the various combinations of possible alternatives within each of the three elements -- residential, commercial, manufacturing/processing. For example, there is an R-20/B-1(g)/M-1 district, an R-20/B-2/M-1 district, an R-20/B-2 district, an R-15/B-1(g)/M-1 district, etc.

*(Note: This subsection may be changed by allowing the O and O/A districts as possible alternatives for the commercial element of a PUD to correspond in combination with alternatives from the other two possible elements - residential and/or manufacturing/processing.)*

(b) No area of less than twenty-five contiguous acres may be zoned as a Planned Unit Development district, and then only upon the request of the owner or owners of all of the property intended to be covered by such zone.

(c) As indicated in the Table of Permissible Uses (Section 15-146), a planned unit development (use classification 28.000) is the only permissible use in a P.U.D. zone, and planned unit developments are permissible only in such zones.

#### **DEVELOPMENT STANDARDS FOR O & O/A**

The Office zone was written for properties of three (3) acres or less. The Office Assembly zone requires a minimum of five (5) contiguous acres. Both the Office and Office/assembly zones require Type A screening to buffer their uses from adjacent residential uses. Both zones require compliance with set standards for appearance and outdoor lighting as cited below.

#### **O Office**

The Office zoning district was created in 1991 to provide locations for low intensity office and institutional uses. This zoning district is designed for parcels 3 acres or less in size. Specific performance standards have been adopted to mitigate potentially negative impacts of office development on surrounding residential development. The development standards are as follow.

- Type A screening is required between any non-residential use and adjacent properties.
- Both visibility from the street and adverse affects on adjoining residential properties must be considered when locating parking areas preferably to the rear of the lot.
- Exterior building materials and design features e.g. windows and pitched roofs must be those commonly used in residential construction.
- Outdoor lighting must be designed and placed so that it does not illuminate onto neighboring properties.

The ordinance also encourages, but does not require, the adaptation of existing residential structures for office use rather than new construction.

**O/A Office/Assembly**

The Office/Assembly zoning district was created in 1991 to provide for office, administrative, professional, research, and specialized manufacturing (such as light assembly and processing) activities in close proximity to arterial streets. This zoning district is intended to provide a park like setting for employment near residential areas with development standards to ensure compatibility with adjacent residential uses. The following standards apply to development in O/A districts.

- No area less than five contiguous acres may be zoned as an Office/Assembly district.
- The performance standards required for manufacturing uses (classification 4.000) in business zones are applicable in the Office/Assembly zone.
- Type A screening is required between non-residential uses in the Office/Assembly district and adjacent residential properties.
- Outdoor lighting fixtures must be designed and placed so that they do not reflect out onto neighboring properties.

**RECOMMENDED ACTION**

The Administration recommends that the Board of Aldermen take the following actions:

- Consider setting the date for a public hearing of the proposed ordinance on January 21, 1997.
- Formally refer this matter to the Planning Board for its consideration as required by Section 15-322, if a date for a public hearing is set.
- Direct the town attorney and staff to draft appropriate revisions to the proposed ordinance and indicate how the Board would like to proceed.

The following ordinance was introduced by Alderman \_\_\_\_\_ and duly seconded by Alderman \_\_\_\_\_.

AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE  
TO ADD THE OFFICE AND OFFICE/ASSEMBLY ZONES AS PERMISSIBLE OPTIONS FOR THE  
COMMERCIAL ELEMENT OF A PLANNED UNIT DEVELOPMENT DISTRICT TO CORRESPOND

Ordinance No. \_\_\_\_/96-97

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

Section 1. Subsection (a) of Section 15-139, Planned Unit Development District of the Carrboro Land Use Ordinance is rewritten by (i) replacing the word "thirty-six" with the word "sixty" in the two locations where the words "thirty-six" appear in this subsection, (ii) amending the second sentence in subdivision (2) to read as follows: "Here there are five possibilities, each one corresponding to either the B-1(g), B-2, B-3, O, or O/A zoning districts established by Section 15-136."

Section 2. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 3. This ordinance shall become effective upon adoption.

The foregoing resolution, having been submitted to a vote, received the following vote and was duly adopted this \_\_\_\_ day of \_\_\_\_, 1996:

Ayes:

Noes:

Absent or Excused:

# BOARD OF ALDERMEN

ITEM NO. D(1)

## AGENDA ITEM ABSTRACT

MEETING DATE: Tuesday, December 17, 1996

SUBJECT: To Continue a Public Hearing for a Conditional Use Permit for the University Commons Condominiums (Original Hearing Date Tuesday, November 26, 1996)

<b>DEPARTMENT: PLANNING</b>	<b>PUBLIC HEARING: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></b>
<b>ATTACHMENTS:</b> Please See the Agenda Item Packet for the Tuesday, November 26, 1996 Meeting Memorandum from the Zoning Administrator Memorandum from the Town Attorney Portion of Carrboro's 1989 Sidewalk Policy Revised Site Plans Revised Recommendation Summary Sheet June 20, 1995 Resolution Concerning the Protection of the Smith Level Road Entranceway South of Ray Road. Appendix E-8, Typical Broken (Type "C") Screen Appendix E-6, Typical Opaque (Type "A") Screen Memorandum from the Developer Concerning Their Meeting with Residents of the Berryhill Subdivision Suggested Site Plan Showing Relocation of the Pool and Clubhouse Facility Map Showing the Location Where the Eastern Drainageway Crosses Under Culbreth Drive Letter from the Town Engineer CUP Worksheet	<b>FOR INFORMATION CONTACT:</b> Keith A. Lankford--968-7712
<b>THE FOLLOWING INFORMATION IS PROVIDED:</b> ( X ) Purpose ( ) Analysis ( X ) Summary ( X ) Recommendation	

### PURPOSE

Scott Brunet, of Onsite Corporation, has applied for a conditional use permit to construct 72 condominiums in six separate three-story buildings on a 17.162 acre tract of land at 303 Smith Level Road. The property is located on the eastern side of Smith Level Road, just south of

Morgan Creek and the Frank Porter Graham Middle School, and is identified as tax map 7.122.B.18. A public hearing must be held by the Board of Aldermen to receive public comment on this matter, before making a decision. The Administration recommends that the conditional use permit be approved with the recommendations noted below.

## **SUMMARY**

Scott Brunet, of Onsite Corporation, has applied for a conditional use permit to construct 72 condominiums in six separate three-story buildings on a 17.162 acre tract of land at 303 Smith Level Road.

The property is located on the eastern side of Smith Level Road, just south of Morgan Creek and the Frank Porter Graham Middle School, and is identified as tax map 7.122.B.18.

A public hearing was held by the Board of Aldermen on Tuesday, November 26, 1996 to receive public comment on this matter.

The hearing was continued until this meeting (Tuesday, December 17, 1996) so that the staff and the applicant could provide additional information to address concerns raised at the original public hearing.

The requested information has been obtained and is attached herein.

The Administration recommends that the conditional use permit be approved with the recommendations noted below.

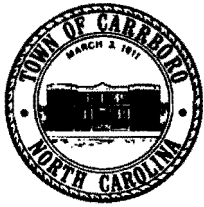
## **RECOMMENDATION**

The Administration recommends that the conditional use permit be approved with the following recommendations:

1. That the property owner submit a petition for annexation prior to construction plan approval.
2. That the requested deletion of 18 parking spaces be approved as authorized by section 15-292 and 15-316 (d) because of the tree loss which would result from the provision of such parking spaces. However, no parking shall be permitted in any portion of any designated fire lane throughout the site, and if parking routinely occurs within a fire lane then the developer, or the condominium homeowner association, shall be required to add the parking spaces (or some portion thereof) which are authorized to be deleted. The developer will post adequate financial security to assure that this condition can be fulfilled within a year of the issuance of their last certificate of occupancy. (Please note that this recommendation had originally requested the deletion of 46 parking spaces, but was changed to 18 spaces by the staff at the request of the developer)



3. That the requested deviation to the play field requirement of section 15-198 (d) be approved as authorized by section 15-202 because of the environmental damage, and tree loss that would result from the provision of such a field.
4. That the requested deviation to the children's play equipment of section 15-196 (f) be approved as authorized by section 15-202 because of the nature of the proposed project's target market (i.e.--college students) and the utility of the relatively small number of points required.
5. That the items noted in OWASA's letter dated October 29, 1996 be addressed prior to construction plan approval.
6. That all relevant cross easements and a joint maintenance agreement be recorded between this project and the property owner to the south (currently proposed as the UCC Living Center) prior to construction plan approval.
7. That the developer grant a public easement along Morgan Creek.



# TOWN OF CARRBORO

NORTH CAROLINA

## MEMORANDUM

**TO:** Mayor Nelson and the Board of Aldermen

**FROM:** Keith A. Lankford, Zoning Administrator

**SUBJECT:** Additional Information Related to the University Commons Condominiums Project

**DATE:** December 11, 1996

The Board of Aldermen requested additional information related to the application for a conditional use permit (CUP) for the University Commons Condominiums project during the November 26, 1996 public hearing. The staff has gathered the requested information and are presenting it in this memorandum and the attached items listed in the new agenda abstract.

Specifically, the Board requested that the staff comment on whether a sidewalk along Smith Level Road could be funded with STP funds and whether the town could require the developer to make a payment in lieu for construction of a sidewalk following the widening of Smith Level Road. The Town Attorney has prepared a memorandum concerning this issue (see attached).

In summary, this memorandum indicates that the town **cannot** require the developer to pay a fee in lieu of constructing the sidewalk at this time. The Town Attorney has indicated that the town could **allow** the developer to make a payment in lieu of constructing the sidewalk **if** the sidewalk could be required of the developer. The staff's finding is that the town **cannot** require that the developer construct a sidewalk along this project's frontage on the eastern side of Smith Level Road. No sidewalk is required by the town's sidewalk master plan (see attached) along the eastern side of Smith Level Road. The Morgan Creek bridge widening which occurred a few years ago followed the sidewalk master plan which had the sidewalk located on the western side of Smith Level Road. Additionally, the vast majority of the population base in that general area is located on the western side of Smith Level Road (e.g.--the Berryhill Subdivision, the Villages Apartments, the Highland Hills Apartments, the Sterling Bluffs Apartments, the Rock Creek Apartments, etc....).

The town could use Surface Transportation Program (STP) funds to construct a sidewalk on the eastern side of Smith Level Road. The town would have to provide 20 % of the total cost of this sidewalk construction project by itself, and cannot require this developer to share in any portion of this cost.

The Board asked for the staff to comment on the TAB's discussion concerning the provision of a bike lane along the emergency easement. The developer has modified their site plans (see attached reduced plans) to show the provision of a new section of sidewalk for bicycle and pedestrian use leading from the recreation area and building "D" over to the emergency entrance/exit. Additionally, they are showing a small section of additional pavement around the southern side of the proposed gate across the emergency access drive so that bicycles and pedestrians can maneuver around the gate to gain access to and from Smith Level Road.

The Board asked that the agreed upon recommendations be included on the site plans. The Zoning Administrator and the developer's representative met on Wednesday, December 11, 1996 to review marked up site plans for compliance with the Advisory Board recommendations which they are willing to accept. These revisions were further revised at this meeting and the final changes were to be incorporated into the formal site plans and re-submitted to the Zoning Division on Thursday, December 12, 1996. The recommendations which were accepted and incorporated into the plans have been marked on the revised Advisory Board summary sheet. No condition is needed now for those items which are identified with a check mark on this revised summary sheet. The staff will review the revised plans in detail and will advise the Board of Aldermen if there are any items which need further revision or if any of these changes create any problems with other aspects of the site design.

The Board asked for the staff to re-evaluate the screening requirements along Smith Level Road. The staff has included a copy of the joint Carrboro/Chapel Hill resolution which commits both towns to protecting the character and appearance of the Smith Level Road entranceway. This resolution was an attachment to the agreement between the two towns concerning the common jurisdiction/annexation line. This resolution specifically states that the portion of Smith Level Road south of its intersection with Ray Road shall remain a two lane roadway.

Section 15-308 of the town's Land Use Ordinance (LUO) requires that a development of this type provide a type "C" screen along an adjacent roadway. A type "C" screen is described in Appendix E-8 (see attached) as a typical broken screen which can be achieved by "small trees planted 30 feet on center", or "large trees planted 40 feet on center". The retention of existing wooded areas will typically satisfy at least the type "C" requirements of this section, and in some cases may meet the definition of a type "A" screen. The type "A" screen is opaque from the ground to a height of six feet and then intermittent from six feet up to 20 feet (see attached Appendix E-6). It should be noted that there is no specific width for any of the town's screening requirements.

The developer is proposing to install new plantings in areas where grading operations will result in the loss of significant areas of existing trees. These plantings--primarily near the entrances and around the recreation area--will generally meet the definition of a type "A" screen, especially when coupled with the retention of existing trees. The developer's representative has indicated that they will add a note to the revised site plans which indicates that they will provide a type "A" screen between their main entrance off of Smith Level Road down to the emergency access.

The developer has also prepared a memorandum (see attached) concerning a meeting which they held on Wednesday night, December 11, 1996 with approximately 25 of the Berryhill Subdivision residents. Attached to this memorandum is an alternative site plan which shows the pool and clubhouse being relocated to a position away from Smith Level Road. This was suggested because it would address some of the concerns from the neighbors about noise generated by the pool facility. This suggested site plan would result in additional grading and tree loss. The enclosed reduced site plans reflect the deletion of 18 parking spaces near Smith Level Road, whereas the original CUP plans (sent with the November 26, 1996 agenda item) reflect the grading and tree loss which would occur if those 18 spaces are not deleted. The developer is proposing to delete these spaces in an effort to save trees, and specifically to retain more of a buffer along Smith Level Road facing the Berryhill Subdivision.

A request was also made to evaluate the screening of the detention facility from views from Smith Level Road. The plans show that the closest portion of the dam will be approximately 90 feet from the new right of way line. The top of the face of the dam will be approximately 250 to 300 feet from the new Smith Level Road right of way as measured perpendicularly from the face of the dam. The topography of the site over this area is downward sloping toward the road, but there is a significant bank off the shoulder of the road in this area. The undisturbed woods in this 250 to 300 foot wide area would probably result in a type "A" screen even in the winter months due to the mass of trees trunks and limbs through this area. This would also be the case over the 90 foot wide area between the closest portion of the dam to the new right of way line.

The Board requested that the staff confirm the location of the stream (drainageway) that crosses under Culbreth Road and then down through the UCC Living Centers property and along the eastern property line of the University Commons property, and then ultimately down to Morgan Creek. The staff has included a map to show this drainageway's location.

Additionally, the staff has included a report (see attached) from the Town Engineer, Sungate Design Group, which confirms their approval of the project as designed. The Town Engineer has included a discussion concerning the feasibility, or need, of relocating the discharge channel of the pond from its current location in an existing drainageway to a shorter existing channel which lies to the west and which does not run all the way up to the proposed detention pond site. This report also evaluates the potential for damage to Smith Level Road in the event of a failure of the detention pond.

The engineer's letter indicates that discharge channel is in the best location considering the location of the proposed pond, and also that they do not believe there would be any threat of damage to Smith Level Road in the event of a major failure of the dam.

## MICHAEL B. BROUGH &amp; ASSOCIATES

## MEMORANDUM

TO: Keith Lankford

FROM: Michael B. Brough *MBS*

DATE: December 4, 1996

RE: Requiring Fees in Lieu of Sidewalk Construction

You have inquired whether the Town can impose, as a condition on the approval of the University Commons development, a requirement that the developer pay a fee in lieu of constructing a sidewalk. My response follows:

First, the Town cannot impose, as a mandatory requirement, that a developer pay what is in essence an "impact fee" for a sidewalk or any other improvement. The Town does have special legislation that authorizes it to provide by ordinance for a system of impact fees, but the special legislation has never been implemented.

Second, the Town can authorize a developer to pay a fee in lieu of some improvement, such as a sidewalk, that the Town could otherwise require of the developer, either by virtue of an ordinance provision or by imposing a condition on the approval of a development. Such a "fee-in-lieu" approach is based upon the premise that the Town can require the developer to install the improvement in the first place.

Third, the ordinance itself does not require a sidewalk along the east side of Smith Level Road. Subsections 15-216(e) and 15-221(e) require that the developers of subdivisions and unsubdivided nonresidential developments that abut a public street construct sidewalks adjacent to the street if a sidewalk in that location is required by the officially adopted Town sidewalk masterplan. However, University Commons is an unsubdivided residential development, so these sections do not directly apply. In any event, according to the information you have provided to me, the Town's sidewalk masterplan shows a sidewalk only along the west side of Smith Level Road.

Fourth, under the Dolan case, a sidewalk (like other public improvements) can be imposed by condition upon a developer only if the Town can carry its burden of proving that there is a proportional relationship between the need for the public improvement and the demand for that improvement created by the project in question. Thus, if it could be shown that there is a need for a sidewalk along the eastern side of Smith Level Road, and that the University Commons project contributes to the need for that sidewalk in a manner that is roughly proportional to the costs of the total sidewalk construction project that University Commons would be asked to bear, then the condition could be imposed.

Page 2  
Memo/Mr. Lankford  
December 4, 1996

Finally, if the Town can justify imposing on the University Commons project the requirement of constructing a sidewalk along Smith Level Road, then the condition imposing that as a requirement could probably allow the developer to make a payment in lieu of the cost of constructing the sidewalk. The condition would have to establish the basis for determining the amount of the payment in lieu, and it would then be incumbent upon the Town to spend the funds on the Smith Level Road sidewalk project within a reasonable time.

Please let me know if you need additional information.

MSB:crr

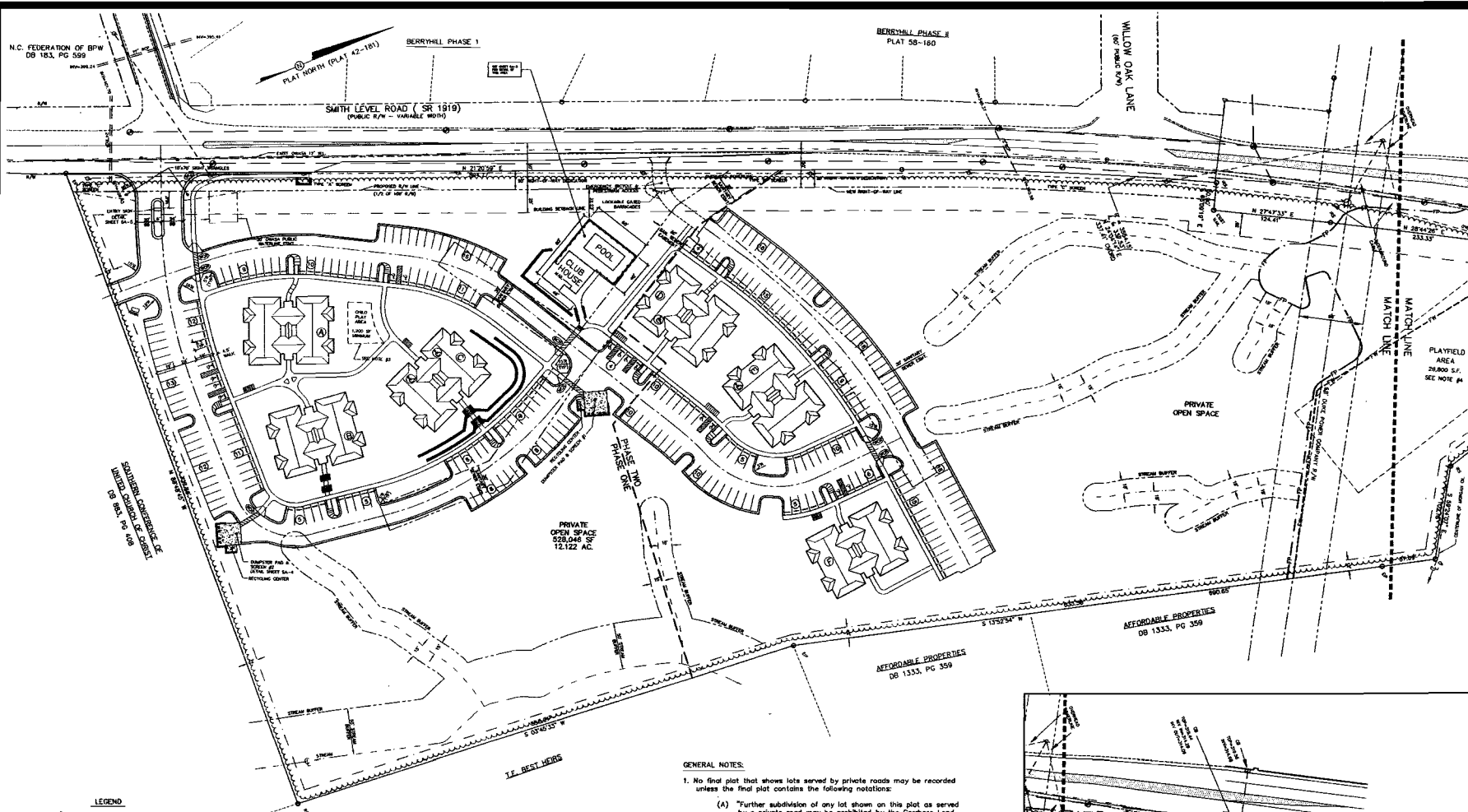
crr-15.nm

<b>EXISTING AND PROPOSED SIDEWALK LOCATIONS</b>					
<b>STREET</b>	<b>LOCATION</b>	<b>SIDE</b>	<b>LENGTH</b>	<b>STATUS</b>	<b>CURB</b>
Rosemary	Main - Merritt Mill	B	300	E	C
Seawell Rd. Ext.	Seawell - Homestead	N	3000	P	
Shelton*	Greensboro - Ashe	N	1600	E(A)	
Simpson	Main - Hillsborough	W	2100	P	
Smith Level	BPW Club - Morgan Creek	W	1600	D	
	Morgan Creek - NC 54	W	600	P	
Stroud Lane	Old Fayetteville-Park	S	950	P	
Tripp Farm Rd.	Hillsborough-Fairoaks	W	1600	P	
	Fairoaks	W	1800	E	
	Fairoaks - Seawell	W	2900	P	
Weaver	Main-Main	B	1700	E	C
Westbrook Drive	Weatherhill	E	2200	E	
Williams Street	N. Greensboro-Park	W	800	P	
Yeargan Place	Fairoaks	S	800	E	

<b>LEGEND</b>	
<b>E</b>	<b>EXISTING</b>
<b>P</b>	<b>PROPOSED</b>
<b>D</b>	<b>DEVELOPMENT PLAN</b>
<b>B</b>	<b>BOTH</b>

\*The Shelton Street sidewalk is constructed as an asphalt path which does not meet the Town's sidewalk construction standards. This sidewalk should be upgraded in the future to meet current construction standards.

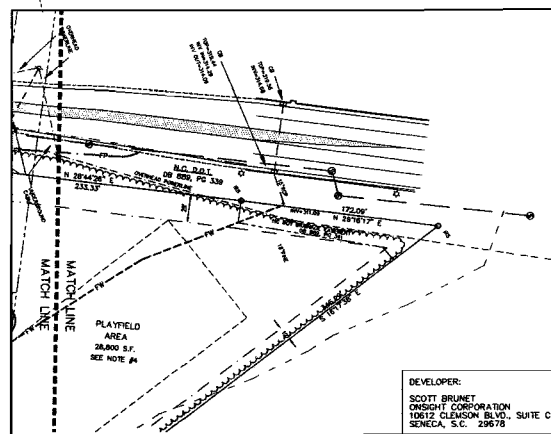
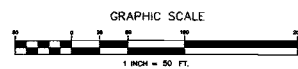




- LEGEND**
- HANDICAPPED UNITS
  - EXISTING TREELINE
  - STREAM CENTERLINE
  - STREAM BUFFER LIMIT LINE
  - MORGAN CREEK 100-YEAR FLOODPLAIN LIMIT
  - MORGAN CREEK FLOODWAY LIMIT
  - BUILDING IDENTIFICATION LETTER (12 UNITS PER BUILDING)
  - WHEELCHAIR RAMP
  - BUILDING SETBACK LINE
  - PROPOSED BIKE RACK
  - PROPOSED POOL FENCING
  - PROPOSED RETAINING WALL
  - PHASE ONE
  - PHASE TWO
  - CROSSWALK

OPEN SPACE CALCULATION	
	747,576 S.F. NET LAND AREA
LESS	4,440 S.F. POOL & CLUBHOUSE AREA
LESS	112,984 S.F. VEHICLE ACCOMMODATION AREA
LESS	11,925 S.F. CONCRETE SIDEWALKS
LESS	29,556 S.F. BUILDING FOOTPRINTS
LESS	12,000 S.F. DETENTION POND
LESS	1,700 S.F. RIP-RAP DITCH
	574,671 S.F. OPEN SPACE PROVIDED - (76.8%)

- GENERAL NOTES:**
- No final plat that shows lots served by private roads may be recorded unless the final plat contains the following notations:
    - "Further subdivision of any lot shown on this plat as served by a private road may be prohibited by the Carboro Land Use Ordinance."
    - "The policy of the Town of Carboro is that, if the town improves streets (i) that were never constructed to the standards required in the Carboro Land Use Ordinance for dedicated streets, and (ii) on which 75% of the dwelling units were constructed after July 1, 1979, 100% of the costs of such improvements shall be assessed to abutting landowners."
  - Every ground floor unit shall be handicap accessible in accordance with FHA/ADA code regulations.
  - Applicant is requesting that the play equipment for the child play area be satisfied by the pool and clubhouse (which exceed the minimum recreation point requirement by 300%). If the child play area (Section 15-196 f and g) is required, it shall be located as shown and contain: swing, slide and climbing platform.
  - Applicant is requesting exemption from the playfield requirement [Section 15-196(d)]. However, the playfield shall be located as shown, if required.



DEVELOPER:  
SCOTT BRUNET  
OWNSIGHT CORPORATION  
10612 CLEMSON BLVD., SUITE C  
SENECA, S.C. 29678

ENGINEERS  
LANDSCAPE ARCHITECTS  
**PHILIP POST & ASSOCIATES**  
400 Peachtree Road  
Atlanta, GA 30309  
404-525-8800  
404-525-8802  
822 North Elm Street  
Atlanta, GA 30309  
(404) 525-7711

**UNIVERSITY COMMONS**  
**SITE PLAN**

TOWN OF CARBORO  
GRANDE COUNTY, N.C.

REVISIONS:  
1. 10/1/2010  
2. 10/1/2010  
3. 10/1/2010  
4. 10/1/2010  
5. 10/1/2010  
6. 10/1/2010  
7. 10/1/2010  
8. 10/1/2010  
9. 10/1/2010  
10. 10/1/2010  
11. 10/1/2010  
12. 10/1/2010  
13. 10/1/2010  
14. 10/1/2010  
15. 10/1/2010  
16. 10/1/2010  
17. 10/1/2010  
18. 10/1/2010  
19. 10/1/2010  
20. 10/1/2010  
21. 10/1/2010  
22. 10/1/2010  
23. 10/1/2010  
24. 10/1/2010  
25. 10/1/2010  
26. 10/1/2010  
27. 10/1/2010  
28. 10/1/2010  
29. 10/1/2010  
30. 10/1/2010  
31. 10/1/2010  
32. 10/1/2010  
33. 10/1/2010  
34. 10/1/2010  
35. 10/1/2010  
36. 10/1/2010  
37. 10/1/2010  
38. 10/1/2010  
39. 10/1/2010  
40. 10/1/2010  
41. 10/1/2010  
42. 10/1/2010  
43. 10/1/2010  
44. 10/1/2010  
45. 10/1/2010  
46. 10/1/2010  
47. 10/1/2010  
48. 10/1/2010  
49. 10/1/2010  
50. 10/1/2010  
51. 10/1/2010  
52. 10/1/2010  
53. 10/1/2010  
54. 10/1/2010  
55. 10/1/2010  
56. 10/1/2010  
57. 10/1/2010  
58. 10/1/2010  
59. 10/1/2010  
60. 10/1/2010  
61. 10/1/2010  
62. 10/1/2010  
63. 10/1/2010  
64. 10/1/2010  
65. 10/1/2010  
66. 10/1/2010  
67. 10/1/2010  
68. 10/1/2010  
69. 10/1/2010  
70. 10/1/2010  
71. 10/1/2010  
72. 10/1/2010  
73. 10/1/2010  
74. 10/1/2010  
75. 10/1/2010  
76. 10/1/2010  
77. 10/1/2010  
78. 10/1/2010  
79. 10/1/2010  
80. 10/1/2010  
81. 10/1/2010  
82. 10/1/2010  
83. 10/1/2010  
84. 10/1/2010  
85. 10/1/2010  
86. 10/1/2010  
87. 10/1/2010  
88. 10/1/2010  
89. 10/1/2010  
90. 10/1/2010  
91. 10/1/2010  
92. 10/1/2010  
93. 10/1/2010  
94. 10/1/2010  
95. 10/1/2010  
96. 10/1/2010  
97. 10/1/2010  
98. 10/1/2010  
99. 10/1/2010  
100. 10/1/2010

SHEET C-1

## CONDITIONAL USE PERMIT -- UNIVERSITY COMMONS CONDOMINIUMS

Recommended By	Recommendations	Complied With, No Condition Needed
1. Staff/PB	That the property be annexed prior to the issuance of the first Certificate of Compliance and Occupancy.	
2. Staff/PB	That the Smith Level Road improvements --including the dedication of additional right of way, and the provision of lane widening, turn lanes, tapers, sidewalk, a bus pull off and bus shelter--be provided as shown on sheet C-5 of the CUP plan set with revisions, and approval, by the Town Engineer, Public Works Director, North Carolina Department of Transportation, and Chapel Hill Transit Authority prior to construction plan approval.	✓
3. Staff/PB/AC (This recommendation was modified by the staff after the Joint Review meeting, but the intent is the same. <b>The request is now for the deletion of only 18 spaces.</b> The posting of a financial security was not included in the original recommendation)	That the requested deletion of 46 parking spaces be approved as authorized by section 15-292 and 15-316 (d) because of the tree loss which would result from the provision of such parking spaces. However, no parking shall be permit in any portion of any designated fire lane throughout the site, and if parking routinely occurs within a fire lane, then the developer, or the condominium homeowner association shall be required to add the parking spaces (or some portion thereof) which are authorized to be deleted. The developer will post adequate financial security to assure that this condition can be fulfilled within a year of the issuance of their last certificate of occupancy.	<i>That the 46 spaces be deleted from the site.</i> <i>per me</i> <i>C.H.</i>
4. Staff/PB	That the items noted in OWASA's letter dated October 29, 1996 be addressed prior to construction plan approval.	

✓ 5. Staff

That all relevant cross easements and a joint maintenance agreement be recorded between this project and the property owner to the south (currently proposed as the UCC Living Centers) prior to construction plan approval.

X ✓ 6. Staff

That the developer grant a public easement along Morgan Creek.

✓ 7. TAB

That the handicapped units be moved closer to the recreation area. ✓

8. AB

That there be crosswalks marked at the dumpster sites over to the handicapped ramps and other areas of pedestrian activity, particularly at areas where there are handicapped ramps. ✓

9. TAB

That a bicycle/pedestrian facility be constructed between Building D and the recreation area.

10. TAB

That a bicycle rack be installed near the recreational area. ✓

11. TAB

That a sidewalk be recommended to connect between Buildings A and B to the existing sidewalk near the proposed child play area. ✓

12. TAB

That the developer investigate the possibility of installing a handicapped access ramp into the pool.

13. AC

That the *Euonymus alata* noted as B-9 on sheet L-3 of the plan set dated October 17, 1996 be replaced by *Itea virginica*. ✓

14. AC

That the applicant consider hardy plank siding rather than vinyl siding.

15. AC

That the playing field and tot lot requirements be waived for the project, but that the developer provide a trail in replacement.

## ATTACHMENT B

The following resolution was introduced by Alderman Jay Bryan and duly seconded by Alderman Jacquelyn Gist.

### **A RESOLUTION ESTABLISHING PRINCIPLES OF PROTECTION FOR ENTRANCEWAYS**

Resolution No. 59/94-95

**WHEREAS**, Chapel Hill and Carrboro have mutually entered into an agreement on establishing an annexation boundary line between the two Towns pursuant to Article 4A, Part 6 of G.S. Chapter 160A; and

**WHEREAS**, Chapel Hill and Carrboro recognize the value, of protection of entranceways to preserve the community's character and beauty;

**WHEREAS**, Smith Level Road south of Ray Road serves as the boundary line for the University Lake Watershed and is important to the general health and welfare of the community and should remain in its present configuration.

**NOW, THEREFORE, THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO RESOLVES:**

**Section 1.** Each jurisdiction shall in the exercise of its land use, zoning, and police powers, adopt plans, policies and/or ordinances that will protect the visual character of Smith Level Road as a significant entranceway into the community, especially its views, vistas, and forested and open areas, without being required to get the approval of the other entity.

**Section 2.** Each jurisdiction agrees that Smith Level Road, because it is important to the general health and welfare of the community, should remain a two-lane road between Rock Haven Road and Starpoint in order to help protect its entranceway character and to serve as the boundary line for the University Lake Watershed. The jurisdictions will cooperate with each other in protecting this entranceway.

**Section 3.** This resolution shall become effective upon adoption.

The foregoing resolution, having been submitted to a vote, received the following vote and was duly adopted this 20th day of June, 1995

Ayes: Michael Nelson, Randy Marshall, Hank Anderson, Eleanor Kinnaird, Frances Shetley, Jacquelyn Gist, Jay Bryan

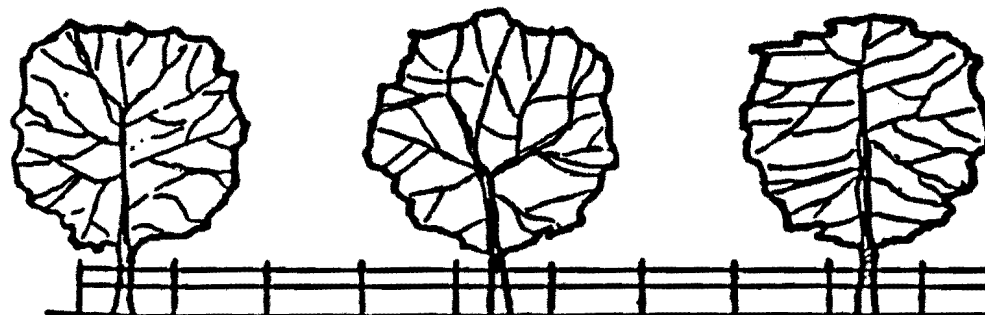
Noes: None

Absent or Excused: None

# **E-8 Typical Broken Screens** 110' Screen

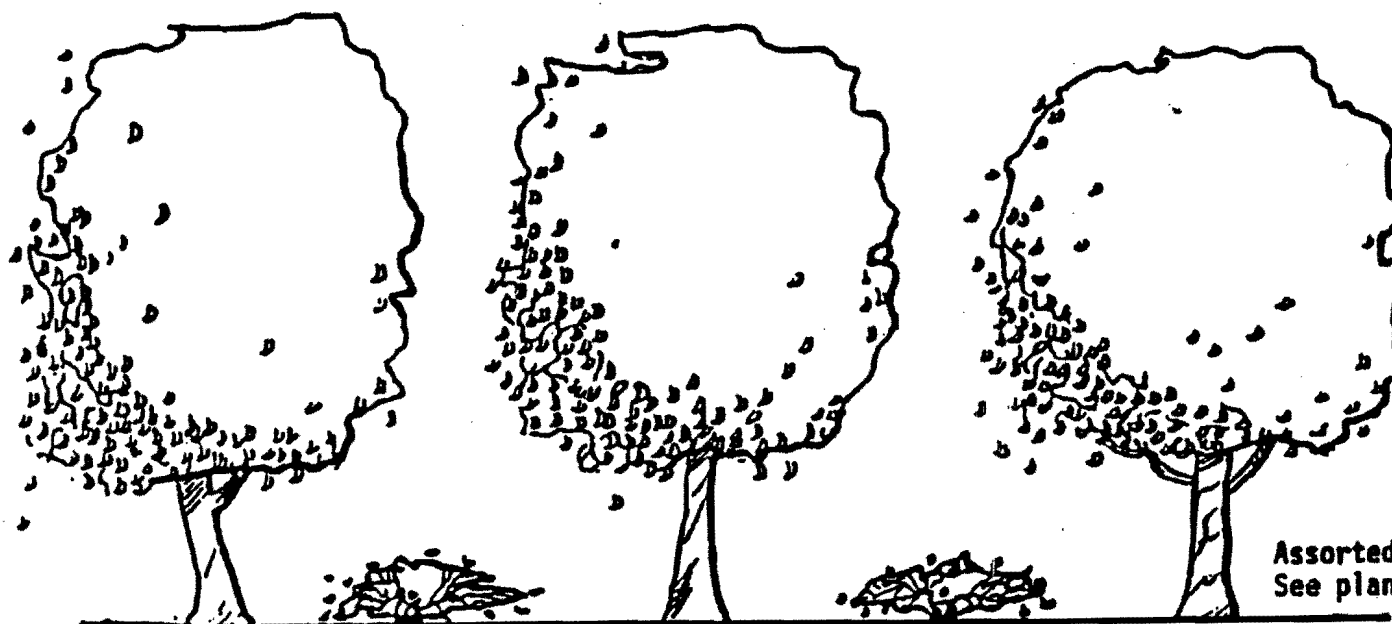


Small trees planted  
30' on center. See  
planting list E-10(a).



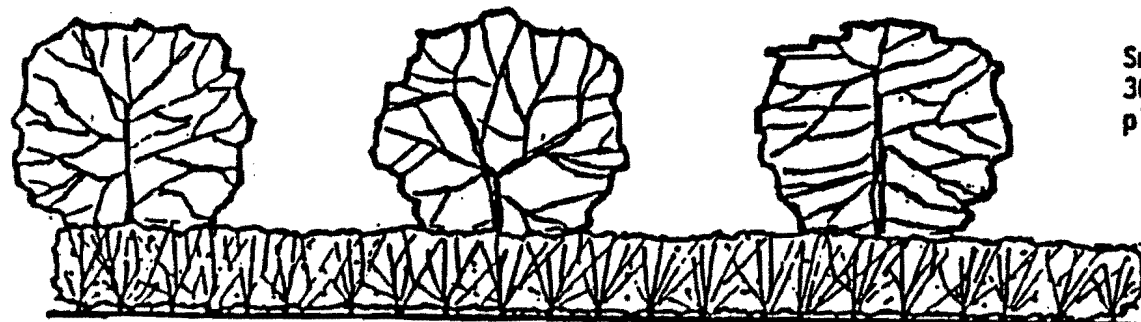
Small trees planted  
30' on center. See  
planting list E-10(a).

Split rail fence.



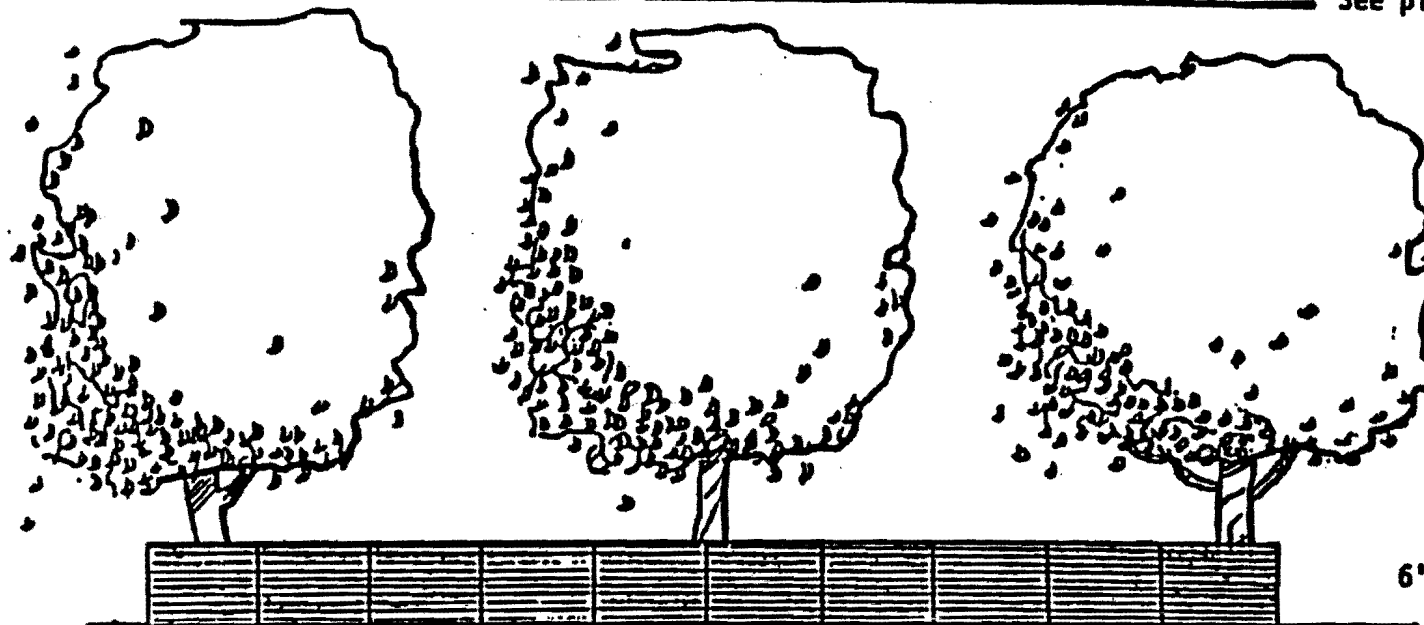
Large trees  
planted 40' on  
center. See  
planting list  
E-10(c).

Assorted shrubbery.  
See planting list E-10(f).



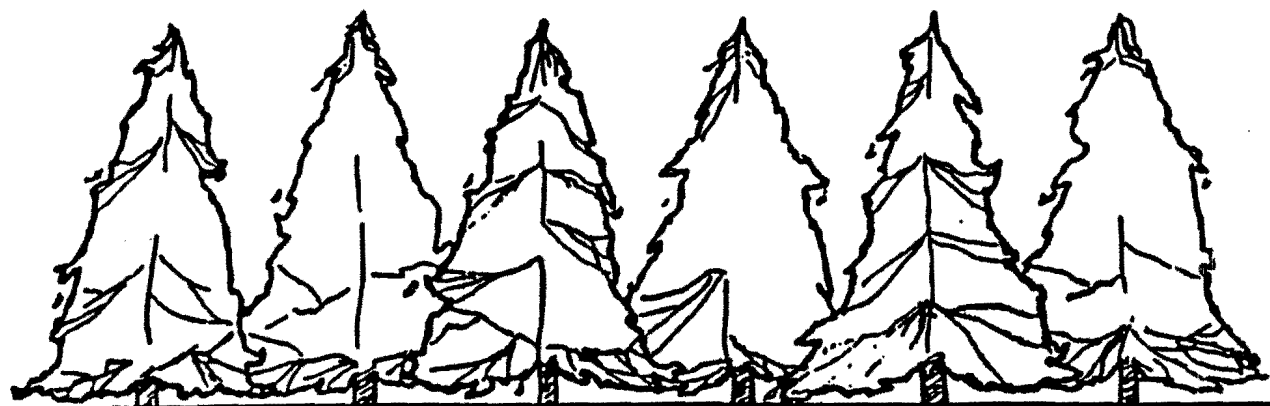
Small trees planted  
30' on center. See  
planting list E-10(a).

6' high evergreen  
screening shrubbery  
planted 4' on center.  
See planting list E-10(e).



Large trees  
planted 40' on  
center. See  
planting list  
E-10(c).

6' high redwood fence.



Tall evergreen trees,  
stagger planted, with  
branches touching the  
ground. See planting  
list E-10(b).

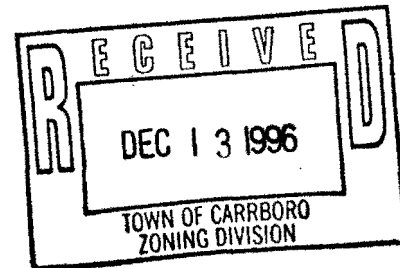
## E-6 Typical Opaque Screens 1/4" Screen



**ONSIGHT  
CORPORATION L.L.C.**

December 12, 1996

Michael Nelson, Mayor  
Board of Alderman  
Town of Carrboro  
301 West Main Street  
Carrboro N.C. 27510



Re: University Commons Condominiums  
Update of neighborhood meeting with Berry Hill residents

Mr. Nelson

Last night Greg Shepard and I met with the Berryhill subdivision residents. During the course of the meeting we presented University Commons to them as it was presented to you at the public hearing meeting dated November 26, 1996. The residents of Berryhill had the following concerns about the project.

- Noise coming from the pool and clubhouse
- Property upkeep and maintenance
- Buffer and screening from the project to Smith Level Road

After listening to these concerns we prepare to make the following plan changes to address these concerns:

- Delete the 18 parking spaces which we requested for omission along the Smith Level Road Frontage. This allows us to retain a greater "tree save" area directly between building A and Smith Level Road.
- Increase our required type "C" buffer, which is the minimum buffer, to a type "A" buffer. The type "A" buffer is the most stringent buffer in Carrboro. This will provide greater screening along Smith Level Road. All proposed plantings will be located outside of the 20 feet of additional right-of-way which NCDOT will need for future widening.
- We propose to move the pool and clubhouse back over to the other side of the project as shown on attached site plan. This location is where an early design called for the improvements to be located. The disadvantage of this is that the

tree clearing limit on that side of the project gets expanded. The site will lose six or seven trees. The advantages of this scheme is that the tree save area along Smith Level Road is dramatically increased, and the pool and clubhouse (with possible noise) are much farther away from Smith Level Road and the Berryhill Subdivision which will make the recreation facility impossible to see and hear from Smith Level Road and will allow us to increase the screening and buffer along the Smith Level Road frontage.

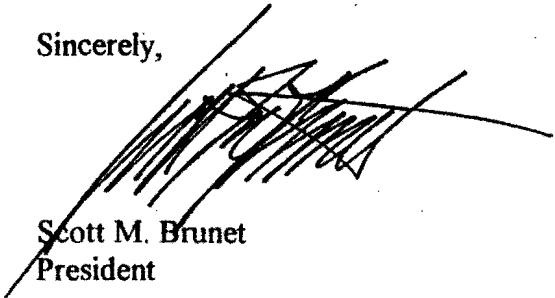
- The entire complex will be managed by a professional property management company. Regime fees which are collected will include line items for money to be kept in escrow for capital improvements such as building and grounds maintenance, repaving the parking lots, reroofing the buildings, pressure washing the buildings, painting, and other items which will need to be done throughout the years. The entire development and grounds will be kept in absolute first class condition, which will rival any other property along Smith Level Road.

The University Commons proposed plan as presented meets or exceeds the regulations as presented forth in the Carrboro LUO. The proposed project received unanimous recommendation for approval from all three Joint Review Advisory Boards. I would submit that, in the Town of Carrboro, this is no small feat. We have also received the recommended approval of the Staff, a noteworthy accomplishment given their high standards for project review.

We are trying very hard to set up another meeting with the Berryhill residents for Monday December 16, 1996. I will present to them at that time the above proposed changes to University Commons. I believe the reasonable and thoughtful citizens will argue that these modifications and further explanation of our plans should satisfy the concerns expressed by the neighborhood. As we have said many times, we look forward to becoming a "good neighbor" to both Berryhill and all other citizens in Carrboro.

I look forward to seeing you on December 17, 1996.

Sincerely,



Scott M. Brunet  
President

CC: Keith Lankford  
Robert Morgan



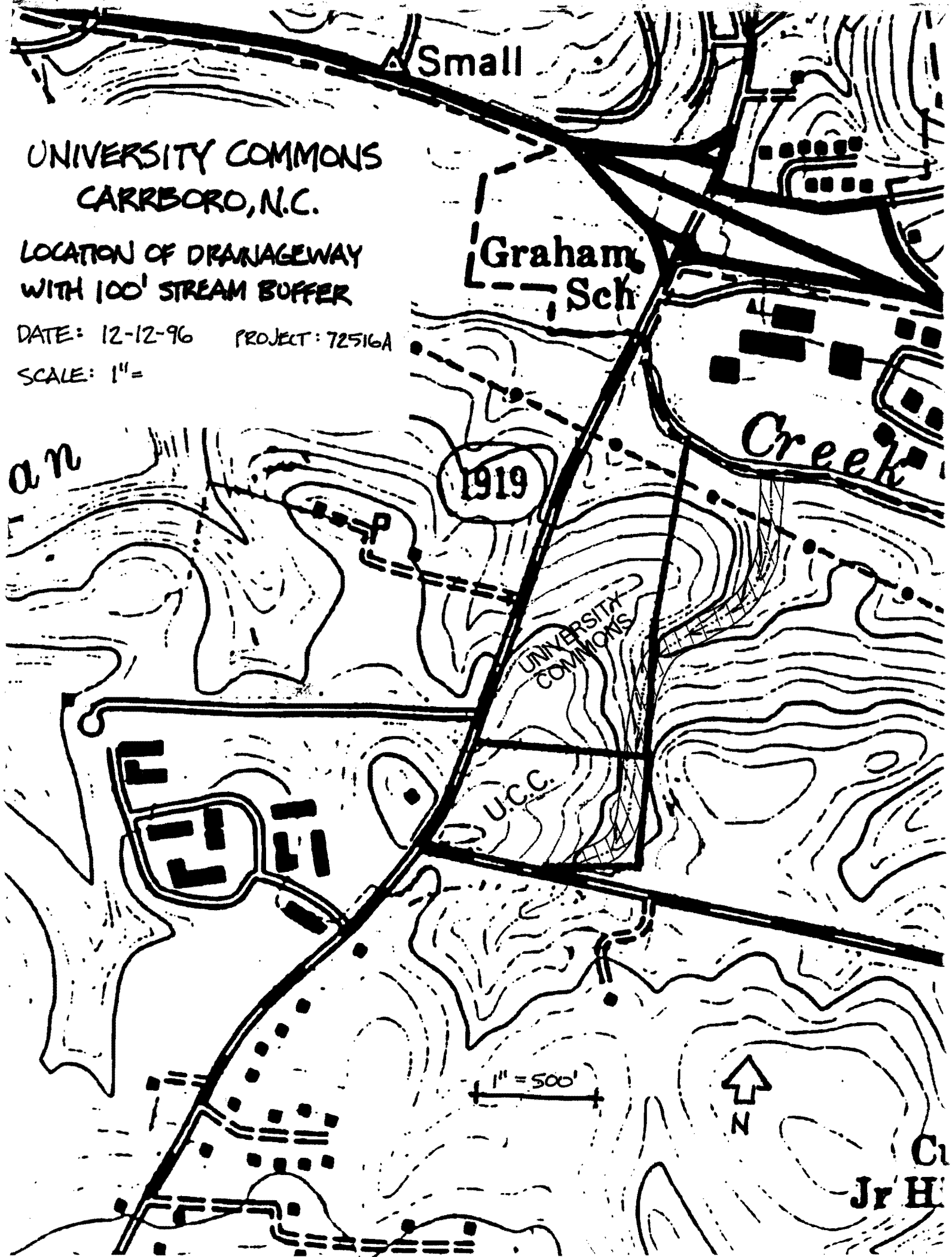


UNIVERSITY COMMONS  
CARRBORO, N.C.

LOCATION OF DRAINAGEWAY  
WITH 100' STREAM BUFFER

DATE: 12-12-96 PROJECT: 72516A

SCALE: 1" =



December 5, 1996

Mr. Keith Lankford  
Zoning Administrator  
Town of Carrboro  
P. O. Box 829  
Carrboro, N. C. 27510

Re: Conditional Use Permit Application  
University Commons Condominiums  
Smith Level Road

Dear Mr. Lankford:

We completed our review of the revised plans and supporting documentation for the proposed Conditional Use Permit (CUP) application for the University Commons Condominiums project on September 23, 1996, per our letter to Ms. Patricia McGuire of your office. At your request we offer the following comments in order to clarify the the findings of that review.

## Proposed Detention System

Plans and calculations have been provided to show how the Town's stormwater requirements will be met to limit the post-development peak runoff to the pre-development rate below the sites primary discharge point at FES-26, considering the increase in impervious surfaces proposed with this application. A permanent stormwater detention basin has been proposed for this purpose. The design of the detention basin limits the 10 year post-development discharge from the site to the pre-development rate. The outlet structure has been designed to pass the 100 year storm with 1.0' of freeboard below the top of the dam. The low point on the top of the dam has been set on natural ground to provide an additional factor of safety during larger storm events.

Considering the site chosen for the basin, the outlet channel shown represents the best location to drain the basin to the natural drainage system. Other locations would involve much longer distances of improved channel before encountering a natural channel with adequate capacity as shown on the plans.

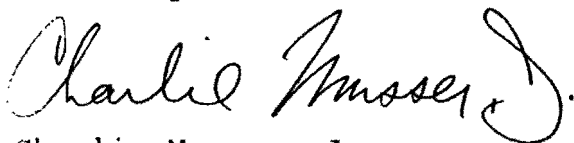
It is not believed that basin failure during extreme storm events would endanger Smith Level Road. The height of the road and the large well-defined channel between the road and the basin indicate that any basin overflows would be intercepted and channeled away from the road to Morgan Creek.

#### Recommendation

Upon review of the revised submittal presented by Philip Post & Associates we conclude that this project meets or exceeds the Town of Carrboro's minimum engineering requirements for approval of the conditional use permit application and therefore recommend your approval.

Please note that this was a review of the revised plans and supporting documentation only and that no site measurements were undertaken. The above observations/recommendations are based on our review of the plan information and a site visit. If you have any questions or need further information, please contact me.

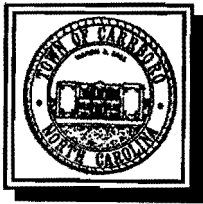
Sincerely,



Charlie Musser, Jr.  
Sungate Design Group, P.A.

cc: W. Henry Wells, P.E.

attachment



# TOWN OF CARRBORO

## BOARD OF ALDERMEN

### CONDITIONAL USE PERMIT WORKSHEET

---

#### I. COMPLETENESS OF APPLICATION

- ☐ The application is complete.
- ☐ The application is incomplete.

---

---

---

---

---

#### II. COMPLIANCE WITH THE ORDINANCE REQUIREMENTS

- ☐ The application complies with all applicable requirements of the Land Use Ordinance.
- ☐ The application is not in compliance with all applicable requirements of the Land Use Ordinance for the following reasons:

---

---

---

---

---

#### III. CONSIDERATION OF PROPOSED CONDITIONS

If the application is granted, the permit shall be issued subject to the following conditions:

1. The applicant shall complete the development strictly in accordance with the plans submitted to and approved by this Board, a copy of which is filed in the Carrboro Town Hall. Any deviations from or changes in these plans must be submitted to the Zoning Administrator in writing and specific written approval obtained as provided in Section 15-64 of the Land Use Ordinance.
2. If any of the conditions affixed hereto or any part thereof shall be held invalid or void, then this permit shall be void and of no effect.

*(Additional Conditions)*

---

---

---

---

(Over)

---

---

**IV. GRANTING THE APPLICATION**

- ☐ The application is granted, subject to the conditions agreed upon under Section III of this worksheet.

---

---

**V. DENYING THE APPLICATION**

- ☐ The application is denied because it is incomplete for the reasons set forth above in Section I.
- ☐ The application is denied because it fails to comply with the Ordinance requirements set forth above in Section II.
- ☐ The application is denied because, if completed as proposed, the development more probably than not:

1. *Will materially endanger the public health or safety for the following reasons:*

---

---

2. *Will substantially injure the value of adjoining or abutting property for the following reasons:*

---

---

---

3. *Will not be in harmony with the area in which it is to be located for the following reasons:*

---

---

---

4. *Will not be in general conformity with the Land Use Plan, Thoroughfare Plan, or other plans officially adopted by the Board of Aldermen for the following reasons:*

---

---

---



cc: Board Members  
Bob Morgan  
Ray Willyford

Tel: 919-969-8644  
Toll Free: 800-790-7064  
Fax: 919-969-8552

1829 E. Franklin Street, Bldg. 600 Franklin Square, Chapel Hill, NC 27514

December 9, 1996

Mr. Michael Nelson  
Mayor of Carrboro  
301 West Main Street  
Carrboro, NC 27510

Dear Mr. Nelson:

We operate a real estate company in Chapel Hill where the majority of our business comes from listing and selling townhouses and condominiums in Carrboro and Chapel Hill. Most of these homes are priced under \$80,000.


There is a great deal of competition to purchase properties in this price range: when we list a unit we typically see two or more offers in a matter of days (if not hours.) The buyers are usually investors, parents of students or first time homebuyers. Of these, the cash-poor first time homebuyer is usually at a disadvantage.

We have been looking for a condo for a local school teacher who is currently renting in Carrboro. Two suitable properties have come on the market and our client lost both in multiple offer situations because the sellers opted to accept offers from buyers who offered a higher (20%) cash down payment. While investors and parents can easily afford this, first time homebuyers clearly cannot.

This situation is not unique. In the past year, we have had the greatest success in closing sales with first time homebuyers who already rent the unit they purchase. It may not be their first choice, but it serves to eliminate the competition.

By approving the University Commons project, you have the opportunity to make more affordable housing available to the teachers, postal workers, city employees and university staff who make up the human infrastructure of our community. Please consider them in making your decision.

Sincerely,

  
Louise Keefer

  
Jeff Laming

RECEIVED DEC 10 1996

# Action Appraisal Company

104-C Jones Ferry Road  
Carrboro, N.C. 27510  
919-967-3338

December 17, 1996

Mr. Scott Brunet  
Onsight Corporation  
10612 Clemson BLVD. Suite C  
Seneca, S.C. 29678

Dear Mr. Brunet:

Thank you for your inquiry regarding your plans for the construction of University Commons off Smith Level Road in Carrboro.

After a careful review of these plans, and after consultation with other appraisers in the Carrboro area, I am confident that your building this project should have no negative financial impact on any of the values of adjoining properties.

Once built, these homes will be comparable to other higher-end townhouse and condominium projects in this area. Over the past two years, we have seen some dramatic increases in the values of townhouses and condos in the Chapel Hill-Carrboro area. Typically the values of these units have risen much faster than single family homes for this time period. Whatever negative perceptions that some buyers have about the value of townhomes and condominiums seem to now be historical.

The open space, clubhouse and pool should make this a nice addition to this neighborhood. The fact that the property has the natural buffer of Morgan Creek on the Northern side and Smith Level Road on the Western Side mean that the project is for all practical purposes a "self-contained neighborhood". Therefore, there should be no concerns about neighborhood conformity. The project will mix well with the other multi-family, commercial and single family projects in this area.

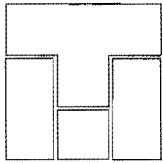
One of the most common things that we hear about Carrboro is that people like the diversity of the town. One of the things that has created this rich tapestry is the weaving together of many types of housing into one community. University Commons will be a welcome addition to this area and provide a very needed housing option.

Sincerely,



Terry Tickle  
State-Certified Residential Appraiser





**THOMAS H. HEFFNER**

REALTOR • CONSULTANT • REAL ESTATE APPRAISER

103 Porter Place • Chapel Hill, North Carolina 27514 • (919) 929-0518 • Fax (919) 929-0758

December 17, 1996

Mayor Michael Nelson  
Board of Aldermen  
Town of Carrboro  
Carrboro, North Carolina 27510

Re: University Commons, Smith Level Road, Carrboro, North Carolina.

Mr. Scott Brunet of Onsite Corporation, the developer of the above captioned project, has asked me to review the project plans and to comment on the impact of the proposed project on property values.

As part of my review, I have met with Mr. Philip Post, the project engineer, and have reviewed the plans that have been submitted to you for approval. This tract of land has been offered for sale for a number of years. The property is zoned R-10 and to the best of my knowledge no zoning change has taken place on the property in recent years. It is my understanding that the current applicant requested a change in zoning to R-7.5 and that change was denied. Based on my review of the plans and my discussions with Mr. Post, it appears that the 72 proposed units are within the number of units allowed by the R-10 zoning.

The general neighborhood is made up of a mixture of single family residential subdivisions and apartments. The Berryhill subdivision, which is located across Smith Level Road from the proposed University Commons development, was a mixed use development that included The Bluffs Apartments. It does not appear that the proximity of The Bluffs and other apartment developments in the general neighborhood appear to have had an adverse impact on values in Berryhill and other surrounding single family subdivisions.

I understand that University Commons will be marketed as a student oriented condominium. Many of the apartment complexes in Carrboro have a significant student occupancy. It is my opinion that student occupancy per se is not a negative factor and is not necessarily detrimental to nearby property values. I believe that the fact that the proposed University Commons units are likely to be owned, rather than rented, should help insure that a degree of "pride of ownership" is present in the development.

According to my discussions with Mr. Post, only approximately 51% of the site is being disturbed and approximately 13.5 acres of open space will be provided. While a single family subdivision on the site would probably have fewer units than the proposed condominium development, I would expect that a greater amount of site disturbance would be required.

Mayor Michael Nelson  
Board of Aldermen  
Town of Carrboro  
December 17, 1996

Page Two

In conclusion, it is my opinion that adjoining property values are not diminished by the proposed University Commons development. The number of units being proposed does not exceed the number that would have reasonably been expected to be constructed on the site. In looking at the potential impact on value that a new development may have, it is important to remember that we are not considering whether an adjoining property would be worth more if nothing were built on the site. If a vacant site were dedicated open space or a park, an adjoining property owner would have probably paid more for their property since no development would likely take place on the adjoining tract. It is reasonable to assume, that a purchaser buying near an undeveloped tract will inquire about what can potentially be built on the site and will make their purchase decision accordingly. As a result, it is my opinion that when a vacant tract is developed within the development guidelines of the applicable zoning authority, that neighborhood property values are not reduced.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Thomas H. Heffner", with a long horizontal flourish extending to the right.

Thomas H. Heffner  
Real Estate Appraiser

Mrs. Patricia A. Bains  
P. O. Box 50219  
Palo Alto, California 94303

December 17, 1996

To: The Mayor & The Board of Aldermen & Town Clerk

Dear Mayor Nelson & The Board of Aldermen,

I am writing this letter to you to express my concern for the "*last minute*" efforts to stop the development of the property on Smith Level Road, which is currently owned by my parents, but is in the process of being purchased by Mr. Scott Brunett for the purpose of development.

On December 5th, 1996, before day in the morning, I received a disturbing telephone call from a Mr. Ed Baumgartner. After telling me who he was, he proceeded to tell me that he was going to do everything in his power to stop the development of my Parent's property. Needless to say, this announcement was very disconcerting. Being a Realtor myself, I know that certain procedures must be followed before variances or other types of permit approvals are granted or denied. I stated to Mr. Baumgartner that this project has been in the making for over a year and I knew that everyone in the general area had to have been notified of the pending development and I wanted to know where had he been during the last year. He stated that his wife had purchased the home in his absence. He also stated that his main concern was the fact that students may be residing in the new development and that he did not want to live in close proximity to any students. I explained that the entire Chapel Hill/Carrboro area was a University community and that being in close proximity to students was the *norm* and not the exception. For Mr. Baumgartner to wait until this late date to voice his concern and to have the ability to bring a process that had been moving forward for over a year to a screeching halt at the final hurdle seems very unfair to all of us who have been in the loop from the beginning. All procedures have been followed by Mr. Brunett as requested and required. Thousands of dollars have been invested along with many hours and miles traveled to get us to this point. After my conversation with Mr. Baumgartner was over, my Father called to inform me that Mr. Baumgartner had awakened him first and that his first statement to him was 'what are you doing owning property in North Carolina when you live in California'. Needless to say, if I had known that he had been rude to my parents, our subsequent conversation would never have taken place; however, just to set the record straight, I would like to furnish Mr. Baumgartner and the rest of you with a little family history.

First of all, my family has owned most of the land in that area of Smith Level and Culbreth Roads at one time or another and still have family members who currently own and reside on several acres. What is now Culbreth Road was once the driveway to our family estate. The school, along with the developments on the right of Culbreth Road was also a part of our family estate. The property purchased by the church and the duplexes on the corner of Culbreth and Smith Level Roads was recently sold by my family and we currently own the property below the duplexes and across Smith Level Road along with property on Merritt Mill Road to name a few. As you can see, we are not new to this area and neither are we novices in dealing with property development.

Page 2

If you would simply look around the developed areas of Smith Level Road, you will easily see that *single family developments are the exception and not the norm* in this area.

When we made the decision to sell the property to Mr. Brunett, it was not a decision that was made without considering the type of development and the impact it may make on the community. This property has been in our family for many generations and it has always been precious to us, but due the my parents retirement, we felt that now was the time for them to reap the benefits of their lifelong investment.

My family's roots extend very deeply in the Chapel Hill/Carrboro area and we have always be a visible and vocal force. For that reason, I simply could not stand by and lit this situation that can affect the well being and peace of mind of my Parents, who are both retired, to be determined by someone, who has no real roots in this community in comparison, without letting you know how your decision will affect us both now and in the future.

When you make your final decision in reference to the permits that Mr. Brunett has applied for, we pray that you will take into consideration all of the information that I have presented to you. I am and have always been proud to be a native of North Carolina and to have been fortunate enough to have lived in a progressive community. I am a "*Die Hard Tar Heel*" and I am praying that the progressive thinking and planning in this unique community will continue. The University of North Carolina and it's students have always been a source of pride for our community; therefore, they must be considered in the growth for the future.

May God guide you in your decision making. Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Patricia A. Bains', written in dark ink.

Patricia A. Bains

# BOARD OF ALDERMEN

ITEM NO. E(1)

## AGENDA ITEM ABSTRACT MEETING DATE: December 17, 1996

**SUBJECT: Pine Street - Residential Traffic Management Plan**

DEPARTMENT: <b>PLANNING DEPARTMENT</b>	PUBLIC HEARING: <b>YES</b> ____ <b>NO</b> ____
ATTACHMENTS: Petition from Pine Street residents Map of general area Comparison of traffic volumes and speeds during the months of March and October, 1996 Graph and flow chart labeled "Pine Street - Traffic Counts" Illustrations of traffic control devices	FOR INFORMATION CONTACT: <b>Kenneth Withrow, 968-7714</b>
THE FOLLOWING INFORMATION IS PROVIDED: ( x ) Background ( x ) Action Requested ( x ) Analysis ( ) Alternatives ( x ) Recommendation	

### PURPOSE

The Carrboro Board of Aldermen at their June 25, 1996 meeting directed the staff to set up a meeting with Pine Street residents and Board of Aldermen representatives to discuss traffic management options. The purpose of this item is to: (1) review traffic analysis of volumes and speeds along Pine Street, and (2) recommend to the Board traffic management remedies along Pine Street.

### SUMMARY

The Carrboro Board of Aldermen at their June 25, 1996 meeting directed the town staff to install passive traffic control devices along Pine Street, and at its intersections with North Greensboro Street and Hillsborough Road, investigate the use of experimental traffic control devices, and conduct periodic studies of volume and speeds along Pine Street and forward traffic management remedies as needed to the TAB and Board of Aldermen.

The town staff met with the residents of Pine Street, TAB members, and the Board of Aldermen transportation representative on July 25, 1996 to discuss possible traffic remedies along the aforementioned street.

The town staff conducted an analysis of traffic volumes and speeds along Pine Street, and performed a comparative analysis of traffic volumes and speeds before and after the implementation of the passive traffic control devices for the street.

## ANALYSIS

The Board of Aldermen at their June 25, 1996 meeting directed the town staff to install traffic control devices ("No Trucks" signs) along Pine Street, and at its intersection with North Greensboro Street and Hillsborough Road. The Board also directed the staff to investigate the use of experimental traffic control devices (pavement markings and landscaping), and conduct periodic studies of volume and speeds along Pine Street and forward traffic management remedies as needed to the TAB and Board of Aldermen. The requests for traffic remedies have come from the residents of Pine Street. Pine Street (as shown on the attached map) is located between the two arterial roads North Greensboro Street and Hillsborough Road. The pavement width of Pine Street is 21 feet from edge of pavement to edge of pavement, and the designated speed limit is 25 miles per hour.

### Volume and Speed Comparisons

The town staff has conducted periodic traffic counts along Pine Street during the past seven months as well as one taken three years ago. The dates counts were conducted from May 3 through May 5, 1993; March 20 through March 22, 1996; and October 15 through October 17, 1996. The chart below examines average daily volumes and average speeds along Pine Street during the periods of March 20 - 22, 1996 and October 15 - 17, 1996.

DATE	VOLUME (ADT)	AVERAGE SPEED
March 20 - March 22	1306	30.0
October 15 - October 17	1181	26.9

The analysis on the two dates indicates that the average speed is proportional to the volume of traffic. This means that when Pine Street carries a higher volume of traffic, the average speed along Pine Street also increases. One intersecting fact is that the speed has decreased by about 10% from the March, 1996 count through the October, 1996 count. The average speeds along Pine Street currently fall within speed limit parameters.

An additional chart has been attached labeled "Pine Street - Traffic Counts", which examines the hourly flow of traffic through Pine Street during the periods of May 3 through May 5, 1993, March 20 through March 22, 1996. There was a noticeable drop in morning peak hour (7:00 - 9:00 A.M.) traffic volumes between May 4, 1993 to October 16, 1996. This decrease in morning traffic volume by nearly one-third (152 to 107) during the optimum peak period may be attributable to the change in trip patterns with the opening of McDougle Elementary School this fall. The average number of cars traveling along Pine Street falls within the range of 2.0 to 2.5 vehicles per minute. Furthermore, the average daily traffic volumes along Pine Street have been consistent over the past three years; with volumes between 1,465 and 1181 vehicles per day. Books such as A Pattern Language - Towns Buildings Construction, by Christopher Alexander, Sara Ishikawa, and Murray Silverstein, and Residential Street Design and Traffic Control by ITE classify residential streets with 2000 vehicles per day and 200 vehicles per peak hour as neighborhood streets with "light" traffic.

### Traffic Control Devices

The staff conducted a review of traffic control devices can may be utilized along Pine Street based on data received from the town's traffic counters. The traffic control devices analyzed took into account effectiveness as well as cost. The residents have petitioned the Town to utilize "speed tables" as a traffic control device along Pine Street. Speed tables are similar to undulations (speed humps) as a traffic control device; however, speed tables are twice the length and have a flat surface along the top(*see figures 4.1 and 4.2 under 4.0 Design and Construction Considerations*). The total costs for the installation of a speed hump or speed table vary between \$700 to \$1500 per device. A previously drafted engineering study noted that the

installation of such a traffic control device along a street having a speed limit of 25 mph would be at intervals of 450 feet. The length of Pine Street is 1600 feet; therefore taking into account such factors as vertical alignment, sight distance, and roadway profile, a maximum of two traffic control devices of the aforementioned variety would suffice.

Undulations can be installed by using two basic designs. One such alternative is the "flat-topped" design (as shown in Figure 4.3); which is used on heavily traveled arterial and includes the use of thermoplastic rumble strips within the center of the travel lane. The other alternative is the "parabolic crown" design (as shown in Figure 4.4); which is used on local streets and features the installation of the word "bump" as thermoplastic lettering within the center of the travel lane.

#### The Greensboro Experience

Town of Carrboro staff met with staff members from the City of Greensboro on December 3, 1996 to discuss Greensboro's experience with the utilization of traffic control devices along city streets. The City of Greensboro has begun their experiment with undulations in the Cotswold subdivision. The undulations were located along three sections of Cotswold Terrace. Cotswold Terrace serves as a residential "cut-through" route for commuter traffic between the arterial roadways of Lawndale Drive and Battleground Avenue in northwest Greensboro. The speed limit along Cotswold Avenue is post at 25 mph and the pavement width of the street is 30 feet from face of curb to face of curb. The design of the undulations are of the "parabolic crown" design as used on Portland, Oregon's local streets. The undulations also include appropriate signage notifying the driver of the undulation, as well as thermoplastic rumble strips within the center of the travel lane. The rumble strips reinforce to the driver that an additional traffic control device is being approached. The City of Greensboro also installed thermoplastic markings over the undulation as an additional visual cue for drivers. (Please note illustrations of traffic control devices)

Staff from the City of Greensboro indicated that the undulations were installed along Cotswold Terrace eighteen months ago, and that additional pavement was added to the "crown" of the undulation nine months ago to improve their efficacy. The City of Greensboro is still evaluating the usefulness of these devices. The Greensboro staff indicated that the undulations have been effective in reducing vehicle speeds in the locations where they have been installed. They also noted that maintenance of the residential street is not hindered by the undulations. Snow removal can be done by using rubber blades placed at least one inch above the pavement surface; and resurfacing of the street can be done by paving over the device in a normal pavement run. The Greensboro staff stated that the total cost for the installation of one undulation (along with accompanying material, signage and rumble strips) was approximately \$700.00. On-street parking was removed from Cotswold Terrace, and the installation of each device took two days.

The installation of either undulations would be the most cost-effective of the traffic control devices; and can be studied on a one-year trial basis. The residents along Pine Street have requested that speed tables be installed along Pine Street. The discussions with Greensboro staff concerning speed tables revealed that such a traffic control device is ineffective in achieving the goals desired along residential streets except when the device is erected in conjunction with a pedestrian crossing over it.

#### **ACTION REQUESTED**

The administration requests that the Board accept the petition as presented by residents of Pine Street with the exception that "parabolic crown" undulations with thermoplastic rumble strips be installed instead of speed tables. If the Board wishes to explore the installation of these devices, then the staff will include funding as part of the FY 1997-1998 Budget. The administration further recommends that the Board

# TOWN OF CARRBORO



## PETITION: TRAFFIC CONTROL DEVICES

WE, THE UNDERSIGNED RESIDENTS, HEREBY PETITION THE BOARD OF ALDERMEN TO APPROVE THE TRAFFIC CONTROL DEVICES DESCRIBED BELOW UPON THE INDICATED STREET OR PART THEREOF.

THE STREET OR PART THEREOF DESIRED TO BE AMENDED IS:

THAT PART OF SPEED TABLE STREET FROM  
PINE ST STREET TO  
STREET.

WITH RESPECT TO THE TRAFFIC CONTROL DEVICE PETITIONED FOR, WE REQUEST:

[PLEASE NOTE: A MAXIMUM OF THREE (3) TRAFFIC CALMING DEVICES MAY BE REQUESTED.]

SIGNATURES OF PETITIONERS*	
RESIDENT'S SIGNATURES	LOT'S MAILING ADDRESS
19. Elizabeth M. Hobum	113 A PINE ST. CARRBORO
20. Robert Brown	1174 Pine St. Carrboro
21. Wendy B. Brown	111 B PINE ST. CARRBORO
22. Maurice Young	109 Pine
23. Nathalie S. Amadio	113 B Pine St
24. Eugene M. Mundy	106 A Pine St.

\*THE ADDRESSES OF PROPERTIES THAT WILL BE DIRECTLY AFFECTED BY THE PROPOSED CHANGE HAVE BEEN DETERMINED BY THE TOWN OF CARRBORO PLANNING DEPARTMENT. BY POLICY, THE BOARD OF ALDERMEN HAS STATED THAT IT WOULD PREFER TO ENTERTAIN REQUESTS FOR CHANGES IN STREET REGULATIONS PROPOSED BY CITIZENS ONLY WHERE 75% OF THE OCCUPANTS OF THE PROPERTIES DIRECTLY AFFECTED BY THE PROPOSED CHANGE HAVE SIGNED A PETITION REQUESTING THE CHANGES.



# TOWN OF CARRBORO



## PETITION: TRAFFIC CONTROL DEVICES

WE, THE UNDERSIGNED RESIDENTS, HEREBY PETITION THE BOARD OF ALDERMEN TO APPROVE THE TRAFFIC CONTROL DEVICES DESCRIBED BELOW UPON THE INDICATED STREET OR PART THEREOF.

THE STREET OR PART THEREOF DESIRED TO BE AMENDED IS:

THAT PART OF PINE ST. STREET FROM  
 \_\_\_\_\_ STREET TO  
 \_\_\_\_\_ STREET.

WITH RESPECT TO THE TRAFFIC CONTROL DEVICE PETITIONED FOR, WE REQUEST:

SPEED TABLES - SPEED BUMPS

[PLEASE NOTE: A MAXIMUM OF THREE (3) TRAFFIC CALMING DEVICES MAY BE REQUESTED.]

SIGNATURES OF PETITIONERS*	
RESIDENT'S SIGNATURES	LOT'S MAILING ADDRESS
10. <u>[Signature]</u>	111 Pine St. Carrboro, NC 27510
11. <u>[Signature]</u>	108 Pine St. Carrboro NC 27510
12. <u>Coraline Whitehead</u>	106 Pine St. Carrboro NC 27510
13. <u>Marriette Churchill</u>	114 Pine St Carrboro, N.C. 27510
14. <u>Olivia Birk</u>	111-A Pine St. Carrboro, N.C. 27510
15. <u>[Signature]</u>	101A Pine St. Carrboro NC 27510
16. <u>[Signature]</u>	110 Pine St. CARRBORO, 27510
17. <u>[Signature]</u>	123 Pine St. Carrboro NC 27510
18. <u>Virginia Faust</u>	115 Pine St #1 Carrboro NC 27510

\*THE ADDRESSES OF PROPERTIES THAT WILL BE DIRECTLY AFFECTED BY THE PROPOSED CHANGE HAVE BEEN DETERMINED BY THE TOWN OF CARRBORO PLANNING DEPARTMENT. BY POLICY, THE BOARD OF ALDERMEN HAS STATED THAT IT WOULD PREFER TO ENTERTAIN REQUESTS FOR CHANGES IN STREET REGULATIONS PROPOSED BY CITIZENS ONLY WHERE 75% OF THE OCCUPANTS OF THE PROPERTIES DIRECTLY AFFECTED BY THE PROPOSED CHANGE HAVE SIGNED A PETITION REQUESTING THE CHANGES.

# TOWN OF CARRBORO



## PETITION: TRAFFIC CONTROL DEVICES

WE, THE UNDERSIGNED RESIDENTS, HEREBY PETITION THE BOARD OF ALDERMEN TO APPROVE THE TRAFFIC CONTROL DEVICES DESCRIBED BELOW UPON THE INDICATED STREET OR PART THEREOF.

THE STREET OR PART THEREOF DESIRED TO BE AMENDED IS:

THAT PART OF PINE ST. STREET FROM  
 \_\_\_\_\_ STREET TO  
 \_\_\_\_\_ STREET.

WITH RESPECT TO THE TRAFFIC CONTROL DEVICE PETITIONED FOR, WE REQUEST:

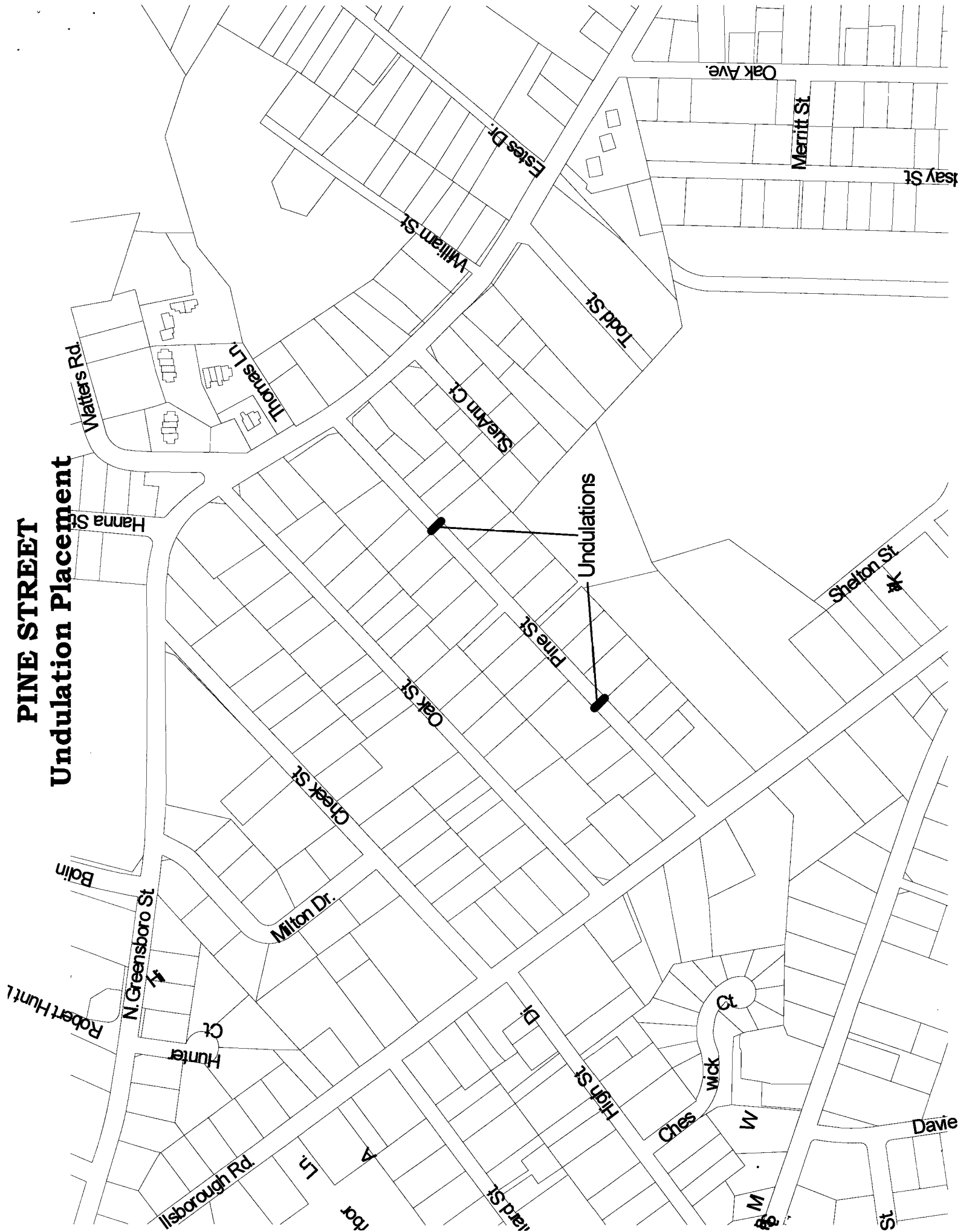
SPEED TABLES  
BUMPS

[PLEASE NOTE: A MAXIMUM OF THREE (3) TRAFFIC CALMING DEVICES MAY BE REQUESTED.]

SIGNATURES OF PETITIONERS*	
RESIDENT'S SIGNATURES	LOT'S MAILING ADDRESS
1. <u>Gordana Vlahovic</u>	115 Pine St # 3, CARRBORO
2. <u>Jenni Baumeister</u>	115 Pine St. #4 Carrboro
3. <u>Dick Shultz</u>	115 Pine St., Apt. 2 Carrboro
4. <u>Anna Rozen</u>	119 Pine Apt 1 Carrboro
5. <u>Lynette Zia</u>	119-B Pine Apt B Carrboro
6. <u>Colman Oakley</u>	105 Pine St.
7. <u>Rick Deigan</u>	107 Pine St.
8. <u>Heath Perry</u>	103 Pine St.
9. <u>Kathleen H. Perry</u>	1201 E. North Greensboro St. Carrboro

\*THE ADDRESSES OF PROPERTIES THAT WILL BE DIRECTLY AFFECTED BY THE PROPOSED CHANGE HAVE BEEN DETERMINED BY THE TOWN OF CARRBORO PLANNING DEPARTMENT. BY POLICY, THE BOARD OF ALDERMEN HAS STATED THAT IT WOULD PREFER TO ENTERTAIN REQUESTS FOR CHANGES IN STREET REGULATIONS PROPOSED BY CITIZENS ONLY WHERE 75% OF THE OCCUPANTS OF THE PROPERTIES DIRECTLY AFFECTED BY THE PROPOSED CHANGE HAVE SIGNED A PETITION REQUESTING THE CHANGES.

# **PINE STREET Undulation Placement**



Town of Carrboro  
Planning  
Volume by Speed by Lane Report

Page 9

\*\*\*\*\*

Data File : D0320002.PRN  
Station : 092001110113  
Identification : 000000659965

\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Fri - Mar 22, 96

Speed	1-25	26-30	31-35	36-40	41-45	46-60	Total
09:00							
Lane 1	4	6	5	5	1	0	21
Lane 2	5	2	19	15	6	3	50
Hour To	9	8	24	20	7	3	71

\*\*\*\*\*

Station Data Summary

Speed	1-25	26-30	31-35	36-40	41-45	46-60	Total
Grand Totals	569	557	764	541	154	104	2689
Percentages	21.2	20.7	28.4	20.1	5.7	3.9	

Lane	1	2	Total
Grand Totals	1128	1561	2689
Percentages	41.9	58.1	

\*\*\*\*\*

Station Speed Summary

Total	Avg Spd	15%ile	50%ile	85%ile	>55	%>55	>60	%>60	>65	%>65
2689	30.1	18.7	32.4	39.7	0	0.0	0	0.0	0	0.0

\*\*\*\*\*

Town of Carrboro  
Planning  
Volume by Speed by Lane Report

Page 3

\*\*\*\*\*  
Data File : D0724001.PRN  
Station : 092001110113  
Identification : 000000065996  
\*\*\*\*\*

Station Speed Summary  
-----

Total	Avg Spd	15%ile	50%ile	85%ile	>55	%>55	>60	%>60	>65	%>65
839	24.4	8.7	26.4	40.9	0	0.0	0	0.0	0	0.0

\*\*\*\*\*

Town of Carrboro  
Planning  
Volume by Speed by Lane Report

Page 9

\*\*\*\*\*  
Data File : D1015001.PRN  
Station : 009200111113  
Identification : 000000659965  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

```

-----
Thu - Oct 17, 96
Speed          1-25      26-30      31-35      36-40      41-60      Total
-----
09:00
Lane    1          12          16          16          5          3          52
        2          13          11          6          5          3          38
=====
                                25
10:00
Lane    1           8           8          10           2           2          30
        2          19           6           3           2           2          32
=====
Hour Totals      27          14          13           4           4          62
*****
  
```

Station Data Summary

```

-----
Speed          1-25      26-30      31-35      36-40      41-60      Total
Grand Totals    815       618       536       279       182       2430
Percentages     33.5      25.4      22.1      11.5       7.5
Lane            1         2      Total
Grand Totals   1017     1413     2430
Percentages     41.9      58.1
  
```

Station Speed Summary

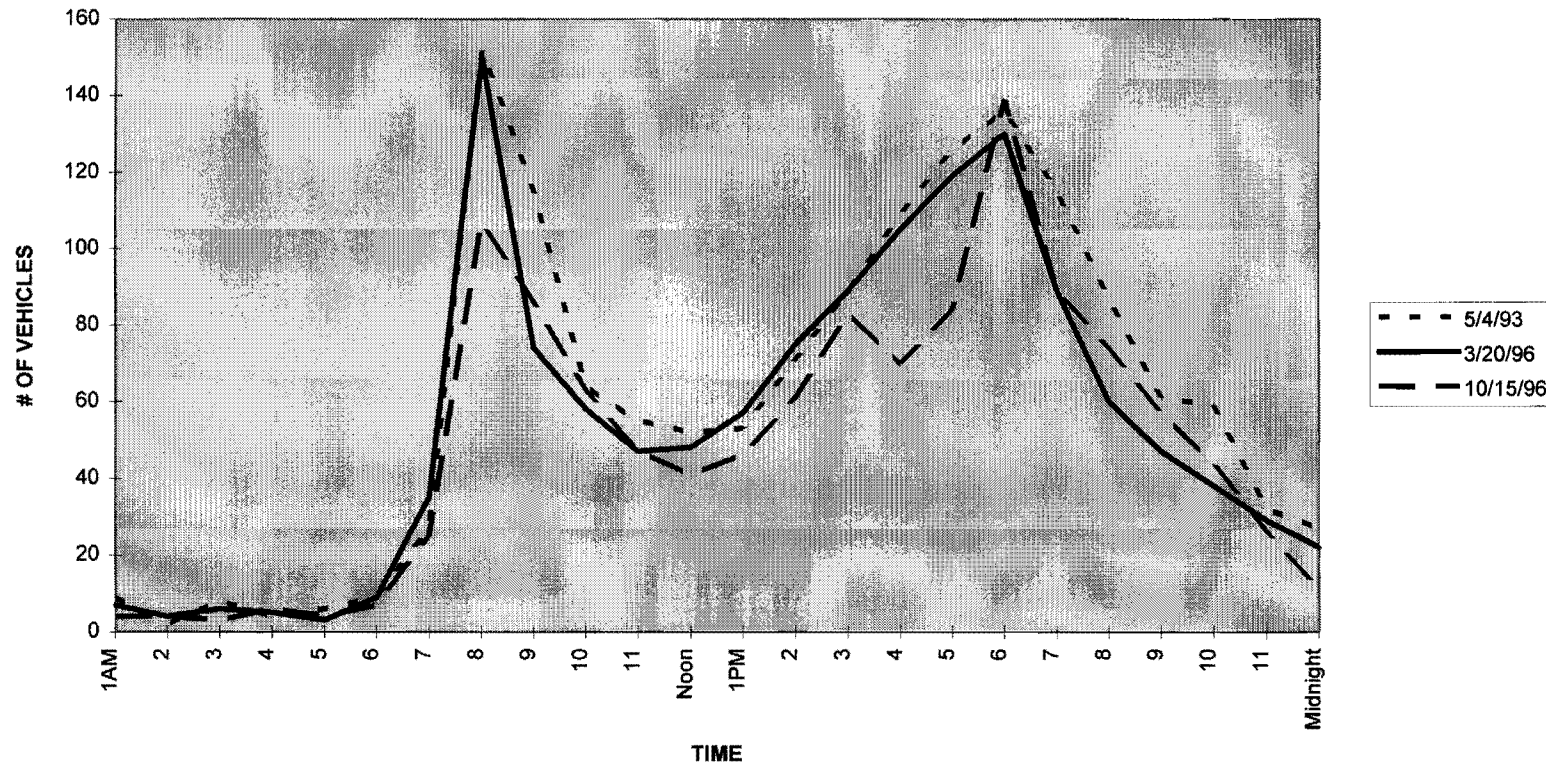
```

-----
Total  Avg Spd  15%ile  50%ile  85%ile  >55  %>55  >60  %>60  >65  %>65
-----
2430   26.9    12.2    29.2    37.7     0    0.0     0    0.0     0    0.0
*****
  
```

# PINE STREET TRAFFIC COUNTS

Date:Pine Street/ Traffic Count	1AM	2	3	4	5	6	7	8	9	10	11	Noon	1PM	2	3	4	5	6	7	8	9	10	11	Midnight
5/4/93	9	2	8	4	6	9	27	152	115	64	55	52	53	71	89	109	126	136	115	87	61	59	32	27
3/20/96	7	4	6	5	3	9	35	150	74	58	47	48	57	75	89	105	119	130	89	60	47	38	29	22
10/15/96	4	4	3	6	4	7	25	107	86	63	47	41	46	61	83	70	84	139	89	74	57	44	26	11

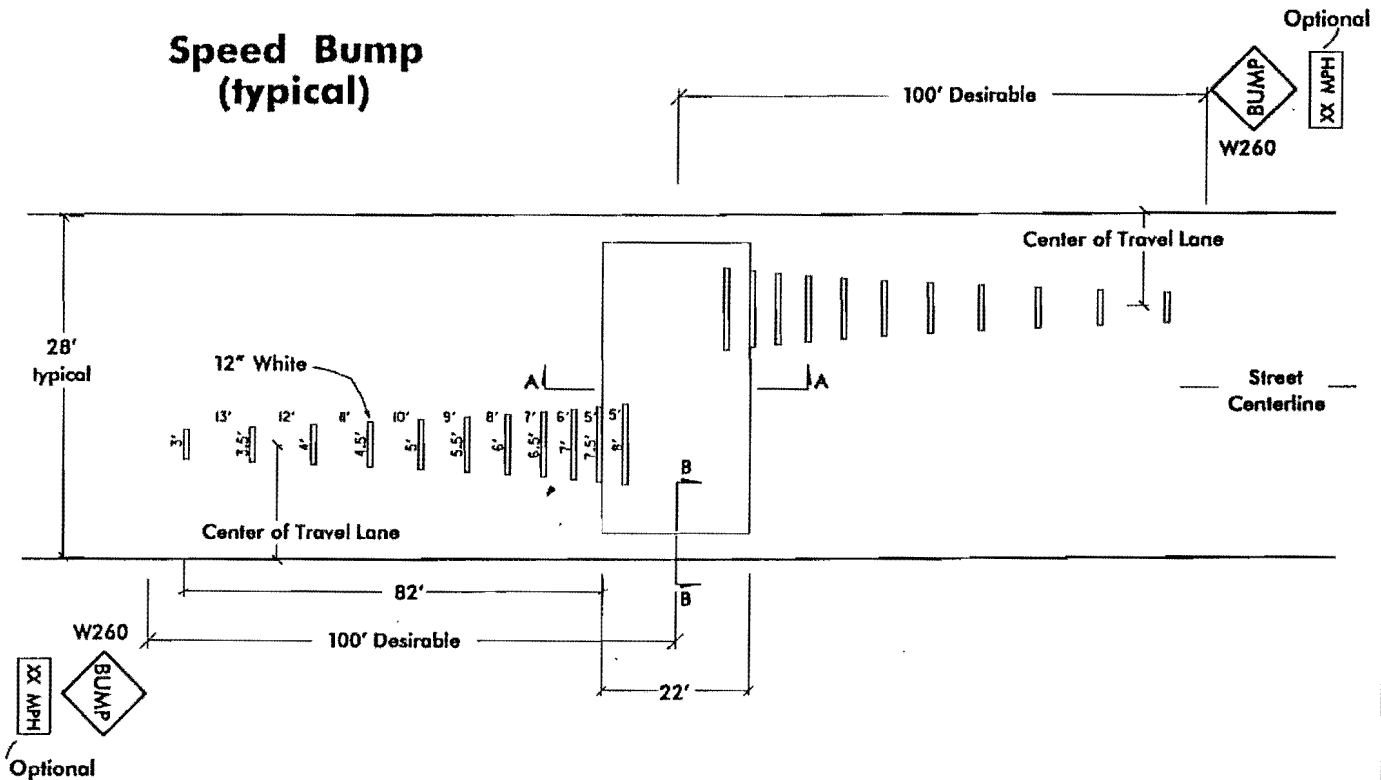
## PINE STREET TRAFFIC COUNTS



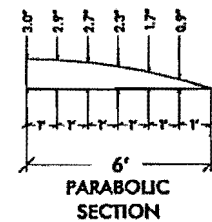
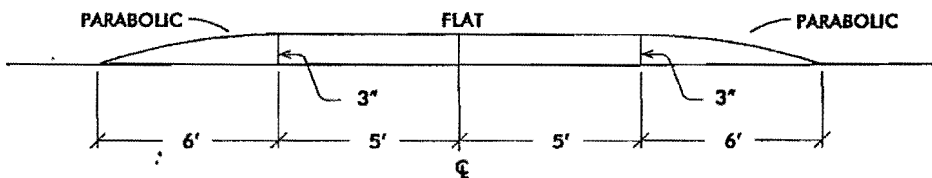
### Speed Bump/Speed Hump Comparison



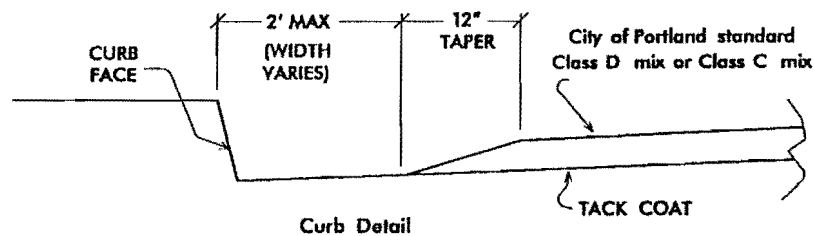
Figure 4.3 Undulations (Flat-topped)



**Section A-A**



**Section B-B**



BUREAU OF TRAFFIC MANAGEMENT

CITY OF PORTLAND, OREGON

TITLE OF STANDARD PLAN

ARTERIAL BUMP FOR IMPROVED STREETS

FIGURE 4.3

APPROVED

APPROVED

CITY TRAFFIC ENGINEER

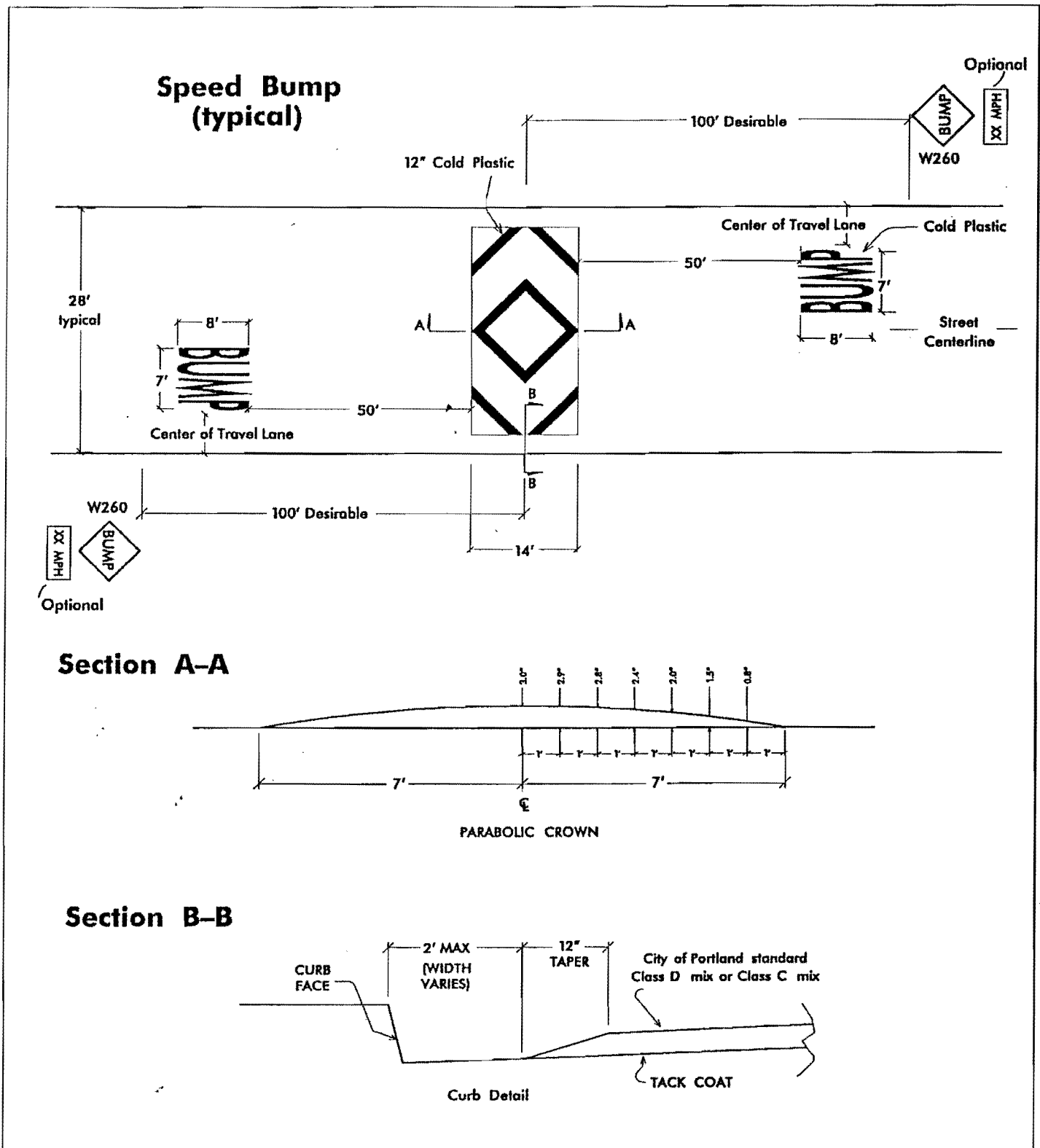
DATE

CITY ENGINEER

DATE



Figure 4.4 Undulations (Parabolic crown)



BUREAU OF TRAFFIC MANAGEMENT

CITY OF PORTLAND, OREGON

TITLE OF STANDARD PLAN

LOCAL BUMP FOR IMPROVED STREETS

FIGURE 4.4

APPROVED

APPROVED

CITY TRAFFIC ENGINEER

DATE

CITY ENGINEER

DATE



# BOARD OF ALDERMEN

ITEM NO. E(2)

## AGENDA ITEM ABSTRACT

MEETING DATE: December 17, 1996

SUBJECT: REQUEST TO SET PUBLIC HEARING/WORKSESSION - On Street Parking

DEPARTMENT: <b>PLANNING DEPARTMENT</b>	PUBLIC HEARING: YES ____ NO ____
ATTACHMENTS: Comments from Police Chief, Fire Chief, and Public Works Director. Proposed Ordinance Amendment Proposed Town Code Amendment	FOR INFORMATION CONTACT: <b>Kenneth Withrow, 968-7714</b>
THE FOLLOWING INFORMATION IS PROVIDED: ( x ) Background ( x ) Action Requested ( x ) Analysis ( ) Alternatives ( x ) Recommendation	

### PURPOSE

The Board of Aldermen adopted text amendments that revised residential street standards on August 27 and November 19 respectively. The purpose of this item is to: (1) address parking on residential streets, (2) have the Board of Aldermen request to set a public hearing for the text amendment.

### SUMMARY

The Carrboro Board of Aldermen adopted amendments to the Land Use Ordinance that allowed the reduction in right-of-way and pavement widths for minor and local streets.

The town staff reviewed the amended street requirements, and evaluated the impact of on-street parking in residential areas.

Parking requirements and restrictions exist within the Carrboro Town Code and Land Use Ordinance, however, there are no specific standards for permitting parking on residential streets under specific classifications.

### ANALYSIS

The Carrboro Board of Aldermen adopted amendments to the Land Use Ordinance that allowed the reduction in right-of-way and pavement widths on minor and local streets. The amendments applied to Section 15-216 of the Carrboro Land Use Ordinance, as well as Appendix C of the same ordinance. The revised ordinance allows residential streets classified as "minor" to have minimum right-of-way widths of thirty-seven (37) feet and pavement widths of eighteen (18) feet for curb and gutter cross-sections, and minimum twenty (20) foot pavement widths for swale cross-sections. Residential streets under the classified as "local" may have minimum right-of-way widths of forty-three (43) feet for curb and gutter and forty-seven feet (47) on streets with swale, with a minimum pavement width of twenty (20) feet. The Carrboro Board of Aldermen furthermore, adopted illustrations that accompanied the text amendments to the Land Use Ordinance showing the residential street dimensions.

The town staff reviewed the amended street requirements, evaluated the impact upon on-street parking in residential areas, and provided comments and concerns involving street dimensions, unobstructed travel width, and safe movement of vehicles. Discussion on the subject of on-street parking ranged from short-term parking on a preapproved basis to the accommodation of service vehicles on such residential streets. The Carrboro Police Department noted that there are restrictions on parking along some of Chapel Hill's residential streets; and that the Town of Chapel Hill permits parking on a preapproved basis.

The Carrboro Fire Department noted that the allowance of permit parking on "minor" and "local" streets of the newly recognized minimum widths will not accommodate fire truck utilization. The Fire Department also noted that for operating space, their trucks need a minimum unobstructed width of eighteen (18) feet. This necessary width is very crucial for "outrigger" stabilization and service. A "minor" and "local" street with curb and gutter, yielding a minimum width of eighteen (18) and (20) feet respectively, and allowing parking of vehicles averaging six (6) to seven (7) feet in width is vulnerable to receiving the least optimal service if there were an emergency.

Parking requirements and prohibitions exist within the Carrboro Town Code and Land Use Ordinance, however, there are no specific standards for residential streets by street classification. The Carrboro Town Code currently addresses parking requirements and prohibitions under Article IV. Section 6-19 of Article IV specifically addresses parking prohibitions on some of the town's residential streets. The parking prohibitions instituted by the town on the basis of requests and petitions by the residents on a list of residential streets. Currently, parking prohibitions are not instituted on the basis of street width standards; however, geometric design does play a major impact on parking accommodations. The book Residential Street Design and Traffic Control written by the Institute of Transportation Engineers, deals with basic control approaches that are effectuated by the posting of appropriate signs. The book states that, "Bans on On-Street Parking... may be prohibited outright under certain circumstances:

- where the street is too narrow to allow parking on one or both sides
- on major streets, if the curb lane is required for through traffic during peak periods
- during hours when street sweepers or snow plows are scheduled to operate
- during early morning hours in neighborhoods where ample parking in garages and driveways is available, and where local policy favors clearing the streets of parked vehicles every night
- where residents have sufficient off-street parking to meet their own needs and those of visitors, a ban on on-street parking can be useful in keeping nonresidents from parking in the area."

The book Residential Streets, published jointly by the National Association of Home Builders, the Urban Land Institute, and ASCE furthermore, illustrates the importance of geometric dimensions to allow parking on residential streets. The book states, "Parking lanes require an 8-foot paved width"; and "Off-street parking minimizes the need for parking lanes on the street. In addition, studies have demonstrated that curb parking is a primary factor in accidents on all types of streets".

Finally, the book Site Planning, by Gary Hack and Kevin Lynch, gives a complete explanation for parking requirements along residential streets. The book states, "Road width is computed by summing up the traffic and parking lanes required. Curbside parking, if provided, should be 8 feet wide. Each traffic lane should be 10 feet wide on minor roads, and up to 12 feet wide on highways. Minimum vertical clearance is now 14 feet to allow for the passage of trucks with high loads. A practical minimum pavement width for minor residential street with light parking is one parking lane plus two traffic lanes, or 26 feet

The town staff has the following comments regarding on-street parking.

On-Street Parking

- Revisions will be needed for on-street parking ordinances.
- Parking allowed on streets without curb and gutter will disrupt vegetative growth and cause rutting along the pavement edge. The results include erosion of the shoulder area, disrupt roadway surface drainage, cause early pavement failure, and increase maintenance costs and complaints.
- The Public Works Department has received complaints with regard to access on 20 foot wide curb and gutter streets where parking is supposedly not permitted.
- Parking should not be allowed on streets of pavement widths less than 26 feet from face of curb to face of curb.
- Technically, parking is prohibited on any portion of the travel lane; as noted under Article IV, Section 6-18, subsection 7.
- "Permit" parking does not address the safety issues of narrow streets.
- Using parking as a "speed control device" without consideration for other concerns such as general traffic flow, emergency response by public safety vehicles, pedestrian and bicycle traffic, and sight lines can lead to future problems which are just as difficult to overcome as is the issue to discouraging traffic in the first place.
- Houses built along streets with pavement widths of less than 26 feet should be required to provide off street parking for at least 4 vehicles.

**ACTION REQUESTED**

The town administration recommends that the Carrboro Board of Aldermen: (1) set the date to hold a public hearing on January 21, 1997, and (2) formally refer this matter to the Transportation Advisory Board and Planning Board for their review and comment if the date for a public hearing is set.

## MEMORANDUM

**TO:** Kenneth Withrow, Transportation Planner  
*M. Chris Peterson*  
**FROM:** M. Chris Peterson, Director of Public Works  
**SUBJECT:** Type of Streets and the Minimum Width of any Street that on Street Parking Should be Allowed On  
**DATE:** December 13, 1996  
**COPIES:** Roy Williford, Planning Director  
David Poythress, Street Superintendent

---

On-street parking should not be allowed on any street with drainage swales. If parking is allowed on a drainage swale, then the shoulder section begins to be eroded. Aesthetically, the shoulders will not be pleasing to the neighborhood.

On-street parking should only be allowed on those streets that have 26 feet in width or more with curb and gutter. This is the only section of street width that will accommodate on-street parking on one side of the street and also physically allow for the continuation of a two-way traffic pattern to occur. If parking is permitted on the 26' width paved section or wider with curb and gutter, then parking on that street section should only be allowed on one side.

The town's solid waste trucks and snow plowing vehicles are 8.5' wide and 10.5' wide respectively.

## MEMORANDUM

To: Kenneth Withrow, Transportation Planner

From: Rodney Murray, Chief RWM

Date: November 12, 1996

Re.: Street Width Recommendation

The Carrboro Fire Department proposes the following recommendations for the width of streets and parking.

All streets must be at least 18 feet of unobstructed paved or all weather surface with no parking. This will provide needed accessibility and critical working area around the fire apparatus. The fire engines are 8 1/2 feet wide and the aerial truck is 15 feet wide with the outriggers fully extended. The outriggers on the aerial must be fully extended to operate.

The average passenger vehicle is 6 feet wide. If vehicles are allowed to park on an 18 foot street we would not be able to operate our aerial truck, because of the minimum 15 feet operational area. This also would give us less than 2 feet on either side of the engines. Much of the equipment on the apparatus, such as ladders and hoses, require more working area to get them off the truck.

Parking on an 18 foot street would hinder our fireground operations greatly, adding risk to the lives and property we protect.

On a non-emergency response we park our apparatus to one side of the street to allow traffic to continue to flow. If parking is allowed on an 18 foot street, however, we would block all traffic until we leave the scene.

If you have any further questions please contact me.

TO: Kenneth Withrow, Transportation Planner  
FROM: Ben Callahan, Chief of Police

RE: Neighborhood Street Design Alternatives

DATE: January 2, 1996

In determining street right-of-way and the width of streets, the Police Department's major concern is to provide for adequate width for vehicles to traverse the street without creating hazardous conditions for oncoming traffic (if a two-way street), for vehicles parked on the street (if parking is allowed), or for pedestrians or bicyclists using the street.

While narrow streets do have an effect on speed and may discourage thru traffic, the hazards created by being "too narrow" may offset these advantages, especially if the street allows parking or has several "blind" spots (curves, hills, vegetation along the street).

It is the Police Department's opinion that unless neighborhood streets are one-way, they should allow for slow two-way traffic movement without bottlenecks or other hazards. If parking on a street does not allow for such movement, then parking should not be allowed on the street.



The following ordinance was introduced by Alderman and duly seconded by Alderman .

**AN ORDINANCE AMENDING THE LAND USE ORDINANCE TO REQUIRE THAT  
HOUSES BUILT ALONG STREETS WITH PAVEMENT WIDTHS OF LESS THAN  
TWENTY-SIX (26) FEET HAVE OFF-STREET PARKING FOR AT LEAST FOUR (4)  
VEHICLES**

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

**SECTION 1.** Subsection 15-291(g), Table of Parking Requirements, is amended by rewriting the parking requirement under Use Classification 1.100 and 1.200 to read as follows:

<b>USE</b>	<b>PARKING REQUIREMENT</b>
<b>1.100</b>	2 spaces per dwelling unit plus one space per room rented out in each dwelling unit (see Accessory Uses, Section 15-150), except that single-family dwellings whose driveways open onto a street having a pavement width of less than 26 feet (measured from curb face to curb face) shall be required to have four off-street parking spaces. These required spaces shall be in addition to any space provided within an enclosed or partially enclosed garage.
<b>1.200</b>	2 spaces for each dwelling unit, except that one-bedroom units require only one space. With respect to such units that front on public streets having a pavement width of less than 26 feet (measured from curb face to curb face), the requirement shall be 4 spaces for each dwelling unit, except that one-bedroom units shall require only two spaces.

**SECTION 2.** All provisions of any Town Ordinance in conflict with this ordinance are repealed.

**SECTION 3.** This ordinance shall become effective upon adoption.

The foregoing ordinance, having been submitted to a vote, received the following vote and was duly adopted this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

AYES:

NOES:

ABSENT/EXCUSED:

The following ordinance was introduced by Alderman and duly seconded by Alderman .

**AN ORDINANCE AMENDMENT THE TOWN CODE TO PROHIBIT PARKING  
ON EITHER SIDE OF STREETS HAVING PAVEMENT WIDTHS OF LESS THAN  
TWENTY-SIX (26) FEET**

**THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO:**

**SECTION 1.** Subsection 6-19(b)(1) is amended by adding a new subdivision (aa) to read as follows:

- (aa) Both sides of any street (whether specifically referenced above or not) that has a pavement surface (or travel lane of unpaved) of less than twenty-six (26) feet in width (measured from curb face to curb face on streets with curb and gutter).

**SECTION 2.** All provisions of any Town Ordinance in conflict with this ordinance are repealed.

**SECTION 3.** This ordinance shall become effective upon adoption.

The foregoing ordinance, having been submitted to a vote, received the following vote and was duly adopted this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

AYES:

NOES:

ABSENT/EXCUSED:

## BOARD OF ALDERMEN

ITEM NO. E(3)

### AGENDA ITEM ABSTRACT MEETING DATE: December 17, 1996

**SUBJECT:** Information on graduated driver licensing proposals and statistics on accidents in Orange County involving motor vehicles operated by persons less than 19 years of age

DEPARTMENT: Police	PUBLIC HEARING: YES ____ NO <u>X</u>
ATTACHMENTS: Graduated Driver Licensing: A Proposed Solution for the Novice Driver Problem in North Carolina; Statistics on accidents involving motor vehicles operated by persons less than 19 years old	FOR INFORMATION CONTACT: Ben Callahan, 968-7721

#### PURPOSE

The purpose of this agenda item tonight is to provide the Board of Aldermen with information on the current proposals being advocated concerning a Graduated Driver Licensing Program for persons under 18 years of age and to provide information on accidents in Orange County involving motor vehicles operated by persons less than 19 years of age.

#### SUMMARY

The attached report is from the UNC Highway Safety Research Center. It provides information on motor vehicle accidents in North Carolina in 1993 and 1994 and discusses the impact of 16 and 17 year old drivers. The report also includes a recommended graduated driver licensing system for the state (page 4) and discusses the logic behind the proposal.

Also included are statistics provided by HSRC on motor vehicle accidents in Orange County in 1995 involving motor vehicle operators less than 19 years old. Statistics for 1996 are not yet available from HSRC. The 1996 Carrboro statistics are based upon the Police Department's records.

#### ANALYSIS

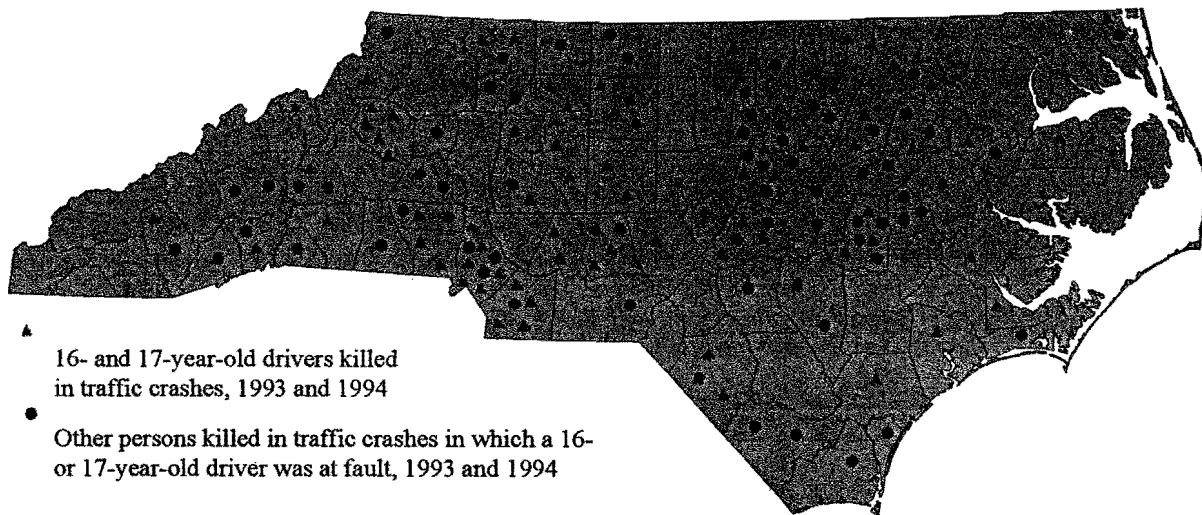
Overall, accidents in Orange County for 1995 follow closely the statewide percentages. While both Carrboro and Chapel Hill are below these percentages, rural Orange County is well above average. There are many variables which effect the numbers in individual jurisdictions. These variables make conclusions about whether a problem exists within a specific jurisdiction very difficult to reach.

It is not known if the graduated licensing proposal will be introduced in the upcoming Legislature or, if it is introduced, how much support it wi' have.

#### ACTION REQUESTED

The Board of Aldermen to receive the report.

# Graduated Driver Licensing: A Proposed Solution for the Novice Driver Problem in North Carolina



In the past two years, seventy-three 16- and 17-year old drivers died on North Carolina highways. More than 1,000 also suffered serious injuries. Young drivers also represent a threat to others on the road. During the same two-year period, 71 persons died in crashes in which a 16- or 17-year-old driver was at fault.

This document addresses the novice driver problem in North Carolina and describes a proposed solution commonly known as Graduated Licensing.

## THE PROBLEM

**One out of four** 16-year-old drivers in North Carolina was involved in a car crash during 1993. Not just fender-benders, nearly half of these crashes were serious enough to result in injury or death to an occupant.

Figure 1 shows the high incidence of crashes for novice (16- and 17-year-old) drivers, compared with older drivers. This does not take into account the fact that teens drive less than older drivers. When miles driven are taken into account it is apparent that young drivers are even a greater risk to themselves, their passengers, and other drivers on the road. As Figure 2 shows, nationally 16-year-old drivers are nearly 3 times as likely as 18-year-old drivers to be involved in a crash, per mile driven. As the map on the cover shows, this increased risk has resulted not only in 73 cases in which teenage drivers killed themselves, but also an additional 71 cases in which other drivers or occupants were killed in crashes in which teenagers appeared to be at fault.

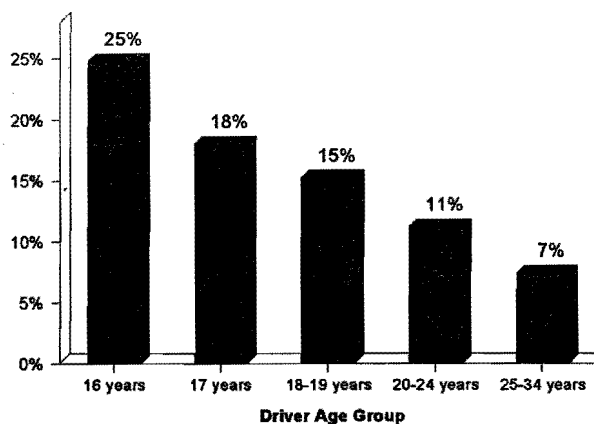
## REASON FOR THE PROBLEM

### Inexperience

It is widely recognized that most novice drivers do not have sufficient training to handle the complex task of driving when they are first licensed. Standard driver education courses are only able to provide a minimum of driving practice—not nearly enough for novice drivers to become proficient. A substantial amount of actual driving practice, in a variety of situations, is necessary before proficiency can be developed.

FIGURE 1

Percent of Licensed North Carolina Drivers Involved in a Crash by Age Group, 1993



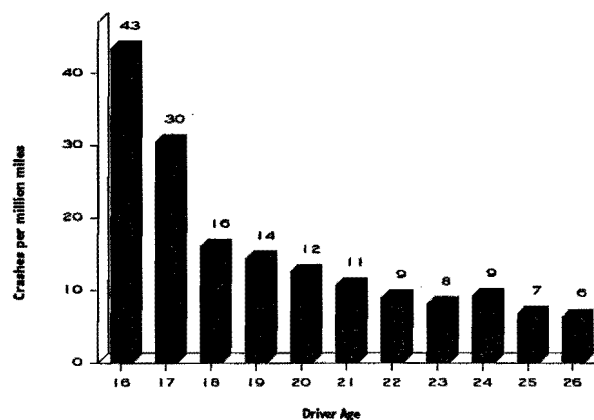
Source: NC Traffic Accident Facts

"When I was 16, I got a car. It took me a month to total my car. I bought another car and wrecked that one in three months. You have to have experience in traumatic situations—and I didn't have it"

19-year-old Chapel Hill resident

FIGURE 2

Rate of Involvement in Police-Reported Crashes by Driver Age, U.S., 1990



SOURCE: INSURANCE INSTITUTE FOR HIGHWAY SAFETY

## Exposure

Teenage drivers do a greater proportion of their driving at night and on weekends, when risks of crashing are greater. Accordingly, as Figure 3 indicates, teens are much more likely than older drivers to be killed between the hours of 9 p.m. and midnight.

"I usually speed when there are not many other people on the road or when I am in a hurry."

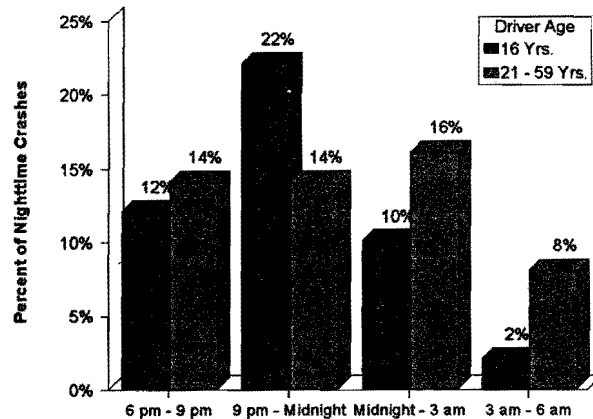
16-year-old high school student,  
licensed for six months

## Immaturity and risky behaviors

Young drivers—especially 16-year-olds—tend to engage in impulsive, risk-taking behaviors. Young, inexperienced drivers do not fully recognize the risks involved in driving, and make poor decisions (see Figure 4). The influence of age-peers in the vehicle with a young driver compounds the tendency to engage in impulsive behavior. The presence of several passengers also can distract a driver. Research indicates that young drivers are more easily distracted than experienced drivers and they also tend to have more passengers.

FIGURE 3

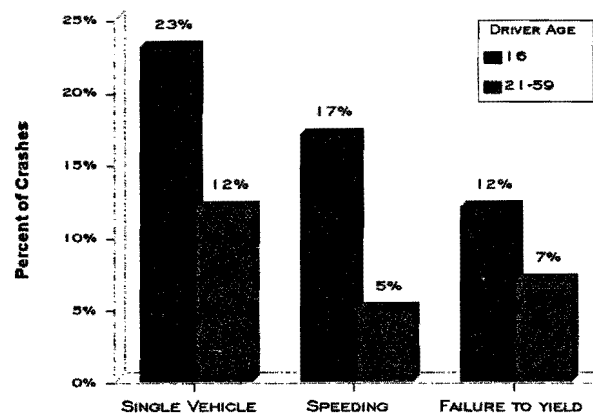
The hours between 9 pm and midnight are most dangerous for 16-year-old drivers.



Source: NC Traffic Crash Files, 1992-94

FIGURE 4

Characteristics of Crashes by Driver Age, 1993-95  
Indicators of Driver Fault



## THE PROPOSED SOLUTION

The problem of excess crash involvement by novice drivers is being addressed in several countries around the world through an approach known as **Graduated Driver Licensing**. The National Highway Traffic Safety Administration of the U.S. Department of Transportation is strongly encouraging states to enact Graduated Driver Licensing systems, which promise to help reduce the extremely high crash rates of novice drivers. The approach is based on what we know about teenage drivers—that they need more experience under safe conditions before being allowed to drive on their own.

A five-year evaluation of a graduated licensing system in New Zealand found a sustained reduction in crashes among young drivers after the system was put in place. Evaluation of some elements of graduated licensing in U.S. states has found similar effects. For example, a nighttime driving restriction in Maryland resulted in a decrease in crashes involving 16-year-old drivers.

A graduated driver licensing system slowly introduces novice drivers to the driving task, first allowing them to drive only under the safest conditions (for example, with an experienced, responsible adult driver in the

A graduated licensing system  
rewards young drivers for safe

vehicle). Having obtained this experience, drivers are then allowed to drive unsupervised, but still not during the most dangerous conditions (late at night). Only after a period of successful driving (no traffic violations), during which new drivers prove themselves to be safe drivers, is a full license issued. A graduated licensing system rewards young drivers for safe driving by systematically removing restrictions based on demonstrated safe driving, rather than placing unprepared drivers on the road, with no limits, thereby risking both their well-being and that of other drivers.

## PROPOSED STRUCTURE FOR GRADUATED DRIVER LICENSING IN NORTH CAROLINA

Based on a careful consideration of a number of recommended elements for a Graduated Licensing system, research on the effectiveness of these elements, and discussions with teenagers, parents, law enforcement officers, driver instruction and licensing professionals, the following structure for a Graduated Driver Licensing system in North Carolina is recommended by the UNC Highway Safety Research Center:

### **Level 1 (Limited Learner's Permit)**

- Novice driver must be age 15 or older, complete Driver's Education, and obtain Limited Learner's permit.
- For at least 12 months the novice must be supervised whenever driving by an adult, guardian or other approved, licensed adult.
- All persons in a vehicle driven by a novice must wear a seat belt, and only the supervisor may ride in the front seat with the novice driver.
- The novice must complete 12 consecutive months of violation-free driving in order to progress to the next level of licensure.

### **Level 2 (Limited Provisional License)**

- Unsupervised driving is allowed between 5 a.m. and 9 p.m. (Driving to or from work after 9 p.m. is permitted).
- Supervised driving is allowed at any time.
- Driver must complete six consecutive months of violation-free driving in order to progress to the next level of licensure.
- All persons in vehicle must wear seat belts.
- Driver is subject to all other conditions of Provisional License.

### **Level 3 (Full Provisional License)**

- Unsupervised driving is allowed at any time.
- All persons in vehicle must wear seat belts.
- Driver is subject to all other conditions of Provisional License.



**Table 1**  
**Comparison of Proposed Graduated Driver Licensing System**  
**with Current Licensing System for Young Drivers**

Issue	Proposed System	Current System
Number of Levels	Three	One (plus an <i>optional</i> learner's permit level)
Learner's Permit	Mandatory	Optional
Required period of supervised driving	One year	None (Up to one year <i>optional</i> )
New driver required to demonstrate safe driving prior to full licensure?	Yes, for six months	No
Period during which late night recreational driving is prohibited	Six months	None
BAC Limit	0.00% (to age 18)	0.00% (to age 18)
Seat belt Use	All occupants of vehicle	All front seat occupants and rear seat occupants under age 12 required to wear belt

- The essential differences IN REQUIREMENTS between GDL and the current system are that:
  - Learner's permit is mandatory (rather than optional) for one year.
  - After the learner's permit phase, the new driver must spend a six month period during which no recreational driving from 9 p.m. to 5 a.m. is permitted.
  - To be released from night driving restriction, driver must demonstrate safe driving behaviors by maintaining a clean driving record.
- The essential differences IN EFFECTS between GDL and the current system are that:
  - Beginning drivers obtain substantial supervised experience before driving alone.
  - New drivers are protected from the most hazardous driving conditions during their initial period of driving, while they obtain crucial experience. Their risk of crashing is thereby reduced.
  - New drivers have a special incentive to drive carefully during their first six months on their own when crash risk is highest (due to their own impulsive behaviors and poor decision making).
  - All passengers riding with new drivers during the highest risk years are protected by seat belts.

## LOGIC OF THE PRESENT PROPOSAL

As is shown in Table 1, the current proposed revision of the driver licensing system differs only in a few ways from the current system. Although the proposed changes will not involve a radical alteration in the licensing process, the modifications promise substantial safety benefits.

### Mandatory Practice Period with Supervision

Currently, 15-year-old drivers may obtain practical experience by driving with a parent in the vehicle, but this is optional. At age 16, a person can obtain a license without any driving practice beyond that obtained in a Driver Education course (six hours). The Graduated Driver Licensing system would **require** a period of driving practice. Although the simple skills of steering, turning, stopping and starting may be mastered in six hours, the complex decision-making and information-processing skills at the heart of safe driving are learned through extensive practice and exposure to a variety of driving situations.

Requiring a parent in the car is designed primarily to improve safety of the driving conditions. It will discourage impulsive, irresponsible, dangerous behaviors to which young drivers often fall victim, especially when they are with their peers. Even though parents are not trained instructors and many may not be particularly good drivers, they do provide a key element of safety for their children merely by

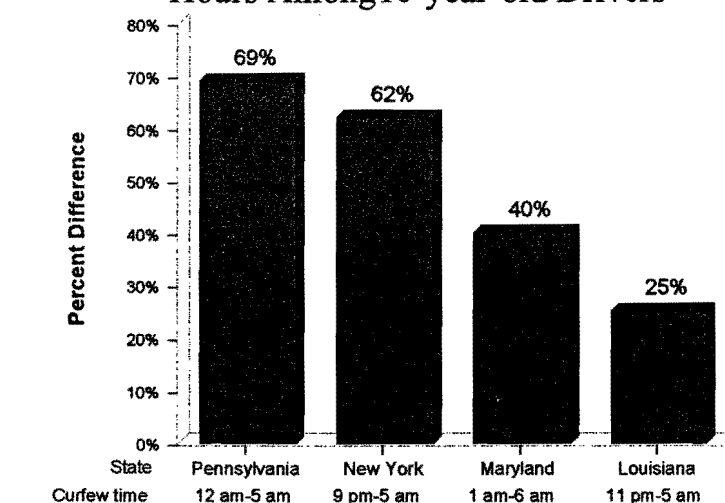
being in the car. It is expected that having acquired a substantial amount of practical, on-the-road experience, young drivers will be more likely to recognize the potential dangers of impulsive, risky actions when behind the wheel of a motor vehicle.

### Nighttime Driving Restriction

Currently at least nine states place a nighttime driving restriction on 16-year-old drivers. A study evaluating the effects of this restriction in four states found that every state experienced a substantial decrease in the crash rate among the affected drivers during the covered time periods (see Figure 5).

FIGURE 5

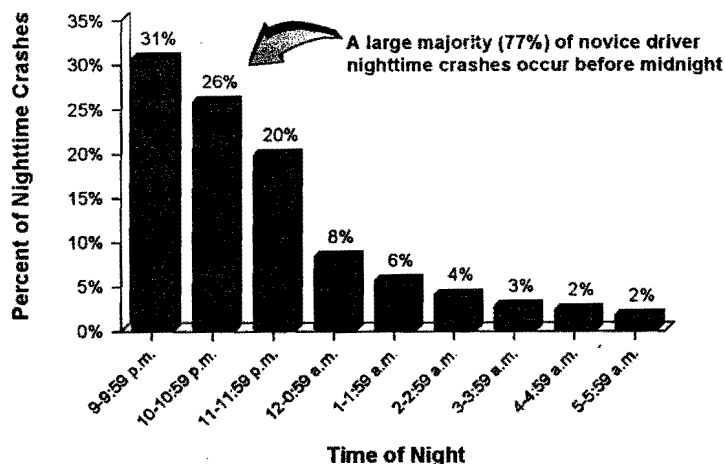
Percent Decrease in Crash Rates During Restricted Hours Among 16-year-old Drivers



Source: Preusser, Williams, & Lund (1984).

North Carolina crash data indicate that the majority of teen drivers' nighttime crashes occur early in the evening (see Figure 6). Because of the demonstrated effectiveness of such a restriction for new, inexperienced drivers and the timing of young drivers' crashes in North Carolina, a limit on driving between the hours of 9 p.m. and 5 a.m. is justified. A later limit (such as 11 p.m. or midnight) would miss the bulk of the time period when most nighttime crashes occur.

**FIGURE 6**  
Distribution of Young Driver Nighttime Crashes  
(16- and 17-year-old Drivers)



Source: NC Traffic Crash Files, 1992-1994

Although this driving restriction will constitute an inconvenience to beginning drivers and perhaps their families, it is important to recognize that it will only last for a six-month period (for safe drivers) and that it does not apply for a teenager driving to or from work. Most importantly, it promises to save a number of lives and prevent thousands of injuries.

The main risk of late-night driving probably results from risky, impulsive behaviors that tend to occur when a group of teens are together, under the more dangerous conditions that characterize nighttime driving (see Figure 4). Because of this, a late night driving restriction is considered to be one of the most beneficial elements of Graduated Licensing.

A late night driving restriction is considered to be one of the most beneficial elements of Graduated Licensing.

### Required Demonstration of Safe Driving

A key element of Graduated Licensing is that there are multiple levels (typically three) that progress from more to less restrictive and which entail driving under progressively more risky conditions. An integral part of this sequencing of levels is requiring that a person earn the right to fewer restrictions by demonstrating that they are unlikely to be a risk either to themselves or to others on the road. In the proposed Graduated Licensing system, the new driver must maintain a clean driving record (no moving violations or seat belt violations) continuously for 12 months in order to move to Level 2 and for another six months to move on to Level 3.

Not only does a late night driving restriction reduce young drivers' exposure to risky conditions when they are very inexperienced, as part of a Graduated Licensing system it also provides a strong motivation for the new driver to be

especially cautious. The quest for the freedom that comes with a driver's license is a strong motivating force for teenagers. Coupling the achievement of that goal with the requirement that the new driver demonstrate responsible driving behaviors during the initial months of driving without a parent in the vehicle appears to be the primary factor in the success of the nighttime restriction in Maryland. The demonstration of a mature, responsible driving attitude by maintaining a clean driving record is a key element for a successful Graduated Driver Licensing system.

Demonstration of responsible driving by maintaining a clean driving record is a key element of Graduated Driver Licensing.

### Mandatory Safety Belt Use by All Occupants

In a state with nearly the highest rate of belt use in the nation, requiring belt use is probably not a controversial provision. Nonetheless, it is important. Currently, in North Carolina, rear seat occupants above the age of 12 are not required to wear safety belts. However, given the very high crash rates of 16-year-old drivers (see Figure 1) in combination with the fact that these young drivers tend to have more passengers in the vehicle when they drive (see Figure 4), and that teens are less likely than persons of any other age to wear their belts, it is prudent to ensure that all occupants are protected when riding with a young, inexperienced driver.

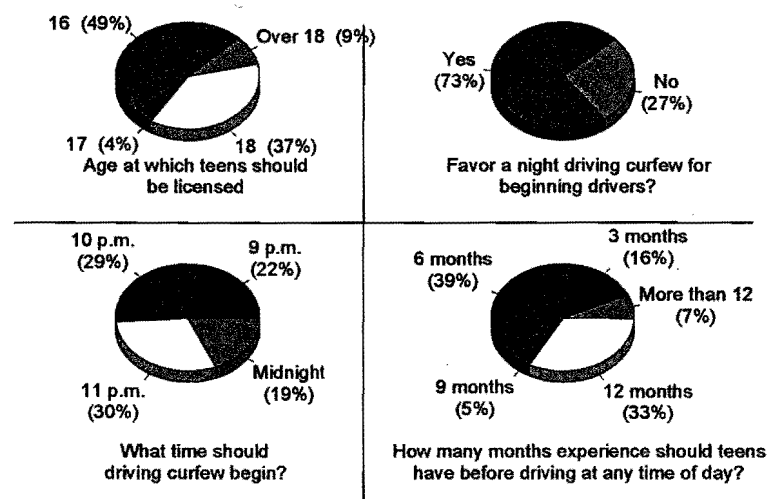
### PUBLIC ACCEPTANCE OF GRADUATED DRIVER LICENSING IS ENTHUSIASTIC

During December 1994, 500 North Carolina residents were interviewed by telephone concerning a variety of traffic safety issues. Several questions were asked that relate to young drivers and what are perceived to be appropriate training and limitations. In particular, respondents were asked what age they thought a person should reach before being licensed, whether they thought

a nighttime driving restriction is desirable (and if so what times should it cover), and how long

FIGURE 7

North Carolinians' Views on Young Driver Licensing  
Findings from a statewide survey of 500 NC residents (December, 1994)



driving restrictions should be placed on new young drivers. The results of this survey are summarized in Figure 7.

Opinions similar to those of North Carolina residents were found in a recent, more extensive national survey of *parents of 17-year-old drivers*. A summary of these parents' responses is presented in Table 2. Unlike the information obtained in North Carolina, these responses came only from persons who have recently begun dealing with their children driving. Nonetheless, these 1,000 parents are similarly enthusiastic about the central elements of Graduated Licensing.

**Table 2**  
**Parent's Views of Graduated Driver Licensing**

Responses of 1,000 parents of 17-year-old drivers interviewed during December, 1994	
■	41% think licenses should not be allowed until teens are 18½ years old.
■	90% favor a minimum period of supervised driving before teens get their licenses. Most favor a 3- to 6-month period of supervision.
■	74% favor late night driving restrictions for beginning teenage drivers. Nearly all say restriction should begin at or before midnight.
■	43% favor a restriction on teenage passengers riding with a novice driver for the first few months of driving.
■	97% favor a BAC (blood alcohol concentration) limit of Zero for teenage drivers.
■	58% favor a graduated licensing system that would include multiple restrictions on beginning teenage drivers.

## TEENS SUPPORT GRADUATED LICENSING CONCEPTS

Surveys of teenage drivers in other states and countries have found support for critical elements of graduated licensing, such as night driving restrictions. In a survey of New Zealand teens, more than 70 percent agreed with the multiple restrictions in their graduated

licensing system. Interestingly, this group of teens approved both when they were age 15 before beginning to drive, and three years later after they had been through the licensing system. Similarly in the U.S., teens who live in states that have driving curfews tend to support them.

"I think that the graduated license will give teenagers . . . the experience they need to handle situations like mine."

17-year-old Cary student whose friend died and two others were seriously injured in a crash that occurred when he was distracted by conversation in the car and swerved to make a turn

A survey of teen drivers in four states with nighttime driving restrictions found that large majorities endorsed such restrictions in three states, including New York which has a 9 p.m. to 5 a.m. restriction. Only in Indiana, where 47% endorsed a night driving restriction, was the support somewhat limited. In New Zealand 70% of 18-year-olds, who had been through the Graduated Licensing System, approved of it. No systematic data have yet been obtained from North Carolina teens regarding their opinion of Graduated Driver Licensing. However, evidence gathered from focus group discussions, as well as anecdotal data from call-in radio and TV shows, and individuals interviewed by newspaper reporters indicate that a substantial number of NC teens agree with the logic of graduated licensing, and endorse the importance of its objective. Among those who are already licensed, many report that they would have benefitted from such a licensing system.

# Statistics on Accidents Involving Motor Vehicles Operated by Persons Less Than 19 Yrs Old.

Statistics from Highway Safety Research Center					1996 Statewide Statistics are Not Available.		
1995 Statewide Statistics*					Licensing Statistics by Jurisdiction Not		
AGE	# Licensed	% of Total	Accidents	% of Total	Available		
16 Yrs Old	63,188	1.23%	13,580	6.32%			
17 Yrs Old	68,981	1.34%	13,766	6.41%			
TOTAL	132,169	2.57%	27,346	12.73%			
18 Yrs Old	78,167	1.52%	13,961	6.50%			
NC TOTALS	5,138,593		214,824				
1995 Orange Co. Statistics (Provided by HSRC)							
AGE	# Licensed	% of Total	Accidents	% of Total			
CHAPEL HILL 1995							
16 Yrs Old			59	4.42%			
17 Yrs Old			48	3.60%			
TOTAL			107	8.02%			
18 Yrs Old			75	5.62%			
Chapel Hill Total Accidents*			1334				
CARRBORO 1995					CARRBORO 1996 thru 11/12 (All Accidents)		
16 Yrs Old			6	2.70%	10	2.75%	
17 Yrs Old			12	5.41%	16	4.40%	
TOTAL			18	8.11%	26	7.15%	
18 Yrs Old			10	4.50%	18	4.95%	
Carrboro Total Accidents*			222		364	*	
HILLSBOROUGH & RURAL ORANGE CO. 1995					* Accident totals include all accidents reported to CPD		
16 Yrs Old			105	9.37%			
17 Yrs Old			98	8.74%			
TOTAL			203	18.11%			
18 Yrs Old			76	6.78%			
Total Hillsborough & Rural Orange Co.*			1121				
TOTAL ALL ORANGE CO.							
AGE	# Licensed	% of Total	Accidents	% of Total			
16 Yrs Old	NA	NA	170	6.14%			
17 Yrs Old	NA	NA	158	5.71%			
TOTAL	NA	NA	328	11.85%			
18 Yrs Old	NA	NA	161	5.82%			
Orange Co Total*			2767				
* Total accidents based upon state statistics which include only accidents involving personal injury or property damage greater than \$500.							





# BOARD OF ALDERMEN

ITEM NO. E(4)

## AGENDA ITEM ABSTRACT

MEETING DATE: December 17, 1996

**SUBJECT:** Appointment to Agenda Planning Committee

DEPARTMENT: <b>n/a</b>	PUBLIC HEARING: <b>YES</b> ____ <b>NO</b> <u><b>X</b></u>
ATTACHMENTS:	FOR INFORMATION CONTACT:

### PURPOSE

The Board of Aldermen will consider making an appointment to the Agenda Planning Committee to replace Alderman Gist whose term expires on December 31, 1996.

### SUMMARY

The terms of the Agenda Planning Committee are staggered. The following is the current makeup of the committee:

Alderman Caldwell's term expires on 12/31/98  
Alderman Anderson's term expires on 12/31/97  
Alderman Gist's term expires on 12/31/96

### ACTION REQUESTED

To make an appointment to the Agenda Planning Committee to replace Alderman Gist.

# BOARD OF ALDERMEN

ITEM NO. E(5)

## AGENDA ITEM ABSTRACT

MEETING DATE: December 17, 1996

SUBJECT: Steering Committee Recommendations: Facilitation Meeting Process for Study Area

DEPARTMENT: <b>PLANNING DEPARTMENT</b>	PUBLIC HEARING: YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
ATTACHMENTS: Steering Committee Recommendations and Areas of Consensus as of 12-05-96	FOR INFORMATION CONTACT: Aldermen Bryan, Gist, and M <sup>c</sup> Duffee or Lisa Bloom-Pruitt, 968-7714
THE FOLLOWING INFORMATION IS PROVIDED:	
( X ) Purpose                      ( X ) Summary                      ( X ) Recommendation                      ( X ) Action Requested	

### PURPOSE

Alderman Bryan will present the *Facilitation Steering Committee's* Areas Of Consensus for a *Facilitated Process* for the Small Area Planning Study Area to the Mayor and Board of Aldermen for consideration and ask the Aldermen to provide comments.

### SUMMARY

The Board of Aldermen established the *Facilitation Steering Committee* to determine how the facilitation process could be conducted. On June 04, 1996, a total of 27 people were appointed to the Facilitation Steering Committee. Members include neighborhood representatives, two representatives from the County Commissioners, two representatives from the Chapel Hill Town Council, three representatives from the Carrboro Board of Aldermen, and one representative from the Small Area Planning Work Group who lives in the study area.

The *Facilitation Steering Committee* began meeting on July 8, 1996, and has developed the attached information with the assistance of Andy Sachs and Jennifer Goldman from the Dispute Settlement Center.

Charge for the *Facilitation Steering Committee* (which was revised and adopted on March 19, 1996).

- Meet and agree on the goals of an *inclusive process* for the facilitated meeting.
- Plan a facilitated meeting process by *consensus* that enables the participants to reach agreement among the interested parties.
- Prepare a *budget* recommendation that addresses the issue of sharing the costs for the facilitated meeting with the jurisdictions having an interest in the planning process.
- Coordinate the logistics of scheduling and setting up the facilitated meeting.
- Review the time-line for adoption of a plan for the area.
- Identify specific groups or individuals affected by a plan for the area.

The *Steering Committee* last presented information to the Board of Aldermen on September 17, 1996. The *Steering Committee* as a whole has met twice since then, November 07 and December 05, 1996. The *Committee* last met to receive updates from the Conference and Budget Subcommittees and discuss areas of consensus in order to produce recommendations for the facilitated process.

## **RECOMMENDED ACTION**

The Administration recommends that the Board of Aldermen accept the attached information, move forward with a facilitated meeting process, encourage additional public comment and continue discussion of a Plan for the study area. In addition, the Administration recommends that the entire Board of Aldermen comment on the attached information and provide further direction to the *Steering Committee*.

STEERING COMMITTEE MEETING - 11/7/96 - Facilitators' Notes

The next Steering Committee meeting will be:  
THURSDAY, DEC. 5, 7:30-10:30 PM  
HOMESTEAD CENTER

**ATTENDANCE**

**Group:**

Barrington Hills  
Britton Woods  
Calvander  
Camden  
Fair Oaks  
Fox Meadow  
Hanna Street  
Highland Meadows  
Highlands  
Homestead Hills  
Old NC 86  
Rogers Road  
Stony Hill  
Talbryn/large landowners  
Union Grove Church Road  
Watters Road  
Wexford  
Small Area Planning Work Group  
Orange County  
Chapel Hill  
Carrboro Board of Aldermen  
OWASA  
UNC

**Represented by:**

-  
Peggy Baker  
Linda Brockwell Roberts  
Donald Kutty  
Sherry Dougherty  
Laura Wenzel  
-  
Susan Malone  
Debbie Wahlen  
Curtis McLaughlin  
Kathy Kaufman, Dawn Minton  
David Caldwell, Jr.  
-  
Jean Earnhardt  
Susan Poulton  
-  
Steve Gallo  
Tom Cook  
Moses Carey, Don Willhoit  
Pat Evans  
Jay Bryan, Jacquie Gist, Diana McDuffee  
-  
-

**Facilitators:**

Dispute Settlement Center      Jennifer Goldman, Andrew Sachs

**Observers:**

Transition Area resident      Carolyn Miller  
Carrboro Board of Aldermen      Alex Zaffron  
Carrboro Planning Dept.      Roy Williford, Lisa Bloom-Pruitt  
Orange County Planning Dept.      Elizabeth Morgan

**MEETING OBJECTIVES:**

- To receive an update on the Conference and Budget Committees, and to address related questions and concerns.
- To identify a plan for completing the remainder of the process.

**MEETING SUMMARY:**

**I. Subcommittee Reports**

The group received updates from the Budget and Conference Committees.

## STEERING COMMITTEE MEETING - 11/7/96 - Facilitators' Notes

A. The Budget Committee reported that it had compiled estimates from the Dispute Settlement Center for the facilitation and from the Carrboro Planning Department for other meeting costs, not including the expert. Total costs were estimated around \$15,000. The Budget Committee recommended that the Steering Committee discuss how to distribute these costs.

B. The Conference Committee expressed that it had taken on the tasks it was charged with at the last meeting, and reported on three primary topics:

1. Proposed answers to the logistical questions (see Attachment A of the pre-Nov. 7 meeting mailing);

2. Education session for the first morning of the conference. Several suggestions were made to the Conference Committee for revising the draft of the Introductory Education Segment. The Conference Committee also solicited volunteers from the Steering Committee for different segments for the educational session. The segments and volunteers are:

Zoning	Susan Malone
Current land use	Steve Gallo
People and history of community	David Caldwell
History of Planning in area	-
Future Growth and Development Needs	-

There are still plenty of opportunities to volunteer for any of these segments.

3. Interviews with potential experts. Two strong candidates have already been interviewed by the Conference Committee.

## II. Discussion, sorted by Issues:

### A. Expert

- *Role:* In general the group identified the expert's role should be that of a neutral, resource person who could act as a sounding board for how the conference participants' ideas could merge into a plan, not someone who would impose their own values on the plan. The expert should come visit the area and meet with residents prior to the conference, in addition to reading pertinent materials. Participants seemed very concerned that the expert's opinions not be the focus, and that the attention be placed on the area residents.
- *Selection:* There was discussion over the benefits of using an outside-the-area expert. Participants expressed a range of views, including that outside experts see things too simplistically and are more costly, as well as the desire to have an expert with absolutely no vested interest in the outcome. Experts from within North Carolina are more likely to be familiar with the state's legal constraints.

### B. Costs

Some participants expressed concerns over the projected cost of the meeting, and asked that they be considered carefully, both in terms of the overall worth of the conference, and also in assessing the individual cost components of the conference. Others mentioned that through cost-sharing, the impact would not be as large. It was stated that the cost of having the conference which will gather together all the interested parties and enable them

to communicate and have a say in planning for their future would be less than constantly having to plan and replan every couple of years.

**C. Role of the SAP**

There was further discussion over the role of the proposed Small Area Plan. Conference Committee members expressed a desire to use the SAP as part of the educational session, and stated that people who liked ideas from the SAP could use those ideas during the conference.

**D. End product/purpose of conference**

The level of specificity, in terms of what is desirable and what is achievable, was discussed. In general, the Steering Committee agreed that the more specific an outcome could be, the better, although it was mentioned that it would be a lot to expect if the group wanted a plan as detailed as the SAP. One idea was to get as many specifics in terms of location and types of infrastructure and zones as possible during the conference, but not to worry about writing all the text at that time. The expert could be used to help refine the conference ideas into a cohesive plan.

**E. Structure of conference**

There was some disagreement over the conference structure. Shorter versions were considered, in order to decrease costs and facilitate attendance. Several participants expressed a desire to take as long as necessary to complete the task, but were not as concerned about choosing a length.

**III. Next Steps**

The Conference Committee requested new volunteers. The CC members are: Jacquie G., Laura W., Linda B. R., Susan M., Jay B., Dawn M., Kathy K., Diana M., Susan P., and Sherry D. This group has been charged with the task of considering the input generated at this meeting of the Steering Committee, and working to refine the structure to better meet the Steering Committee's interests.

## APPROVED CONFERENCE AGENDA

### BEFORE DAY I

#### Expert's Preparation

1. The Expert reviews selected background materials sent by the Conference Committee, which will include the Joint Planning Agreement, the Year 2000 Plan and the proposed Small Area Plan, as well as the lists of concerns, values and interests from Day I of the Conference.

2. The Expert visits the area and speaks with people with a variety of interests and opinions regarding the plan. This could be accomplished in conjunction with the Expert's attendance on Day I.

#### Community Preparation

The Steering Committee will host an open house/pot luck for residents of Carrboro and the Northern Transition Area prior to Day I of the Conference. The intent of the pot luck is to encourage people to get to know each other better, and to offer them opportunity to review background materials, including information about the Expert.

---

### DAY I

#### Full Group Session (9 AM - 12:00)

(The Expert's attendance at the first day is subject to budget constraints.)

1. Welcome and orientation to the conference
2. Education session as developed by Conference Committee

#### WORKING BAG LUNCH (12:00 - 1:00)

3. Mixed groups (transition area residents, Town residents, elected officials, large landowners, subdivisioners, etc.) of 7 to 10 people each will begin to meet over lunch to discuss and identify concerns, interests and values related to the future of the transition area. These groups will each have a facilitator to assist and document their discussion.

#### Small Group Session (1:00 - 3:00)

4. The mixed groups continue to discuss and identify concerns, interests and values related to the future of the transition area with their facilitator.

BREAK (3:00 - 3:15)

Full Group Session (3:15 - 5:45)

5. Each small group makes a presentation identifying and explaining their main concerns, values, and interests related to the future of the transition area. Questions are asked, and meanings clarified as to these presentations.

BETWEEN DAY I AND DAY II

A. Expert's Work

1. The Small Groups' lists of concerns, values and interests are forwarded to the Expert.

2. Using the materials previously gathered and reviewed, including the Joint Planning Agreement, the Year 2000 Plan and the proposed Small Area Plan, as well as the lists of concerns, values and interests, the Expert shall prepare an alternative plan, zoning map, and some suggested ordinance language to attempt to address the participants's concerns, values and interests. The plan shall contain separate options for particular sensitive and difficult areas or issues.

3. The plan and its options, as determined by the Expert, are forwarded to the Carrboro Planning Department for distribution to those who attended the first day of the Conference.

B. Participants' Survey

1. Participants will be sent the plan and its options and invited to briefly identify on a single page what they like and what troubles them about the plan and its options. These responses are sent to the Expert for use in preparation for Day II.

---

DAY II

Review of Participants' Responses (8:30 - 9:00AM)

1. A summary of the survey responses is reviewed by participants at their leisure.

Full Group Session (9:00 - 11:00 AM)



2. The Expert presents the plan, its options and the thinking behind them, as well as any new options developed in response to the participants' survey. Questions are asked for clarification.

REFRESHMENT BREAK (11:00 - 11:15 AM)

Small Group Session (11:15 - 12:30)

3. Each small group reconvenes and attempts to reach consensus on the plan and its options through the use of sticky dots.

LUNCH (12:30 - 1:00 PM)

Full Group Session (1:00 - 2:30PM)

4. Each small group makes a presentation identifying the areas of consensus and the areas of disagreement. Areas of consensus among all the Small Groups are identified, and the Expert responds with any new approaches for solving areas of disagreements.

BREAK (2:30 - 2:45)

Full Group Session (2:45 - 3:45 PM)

5. Using the plan, the options generated by the Expert, and other options generated during Day II, the participants attempt to reach consensus on one plan.

BREAK (3:45 - 4:00)

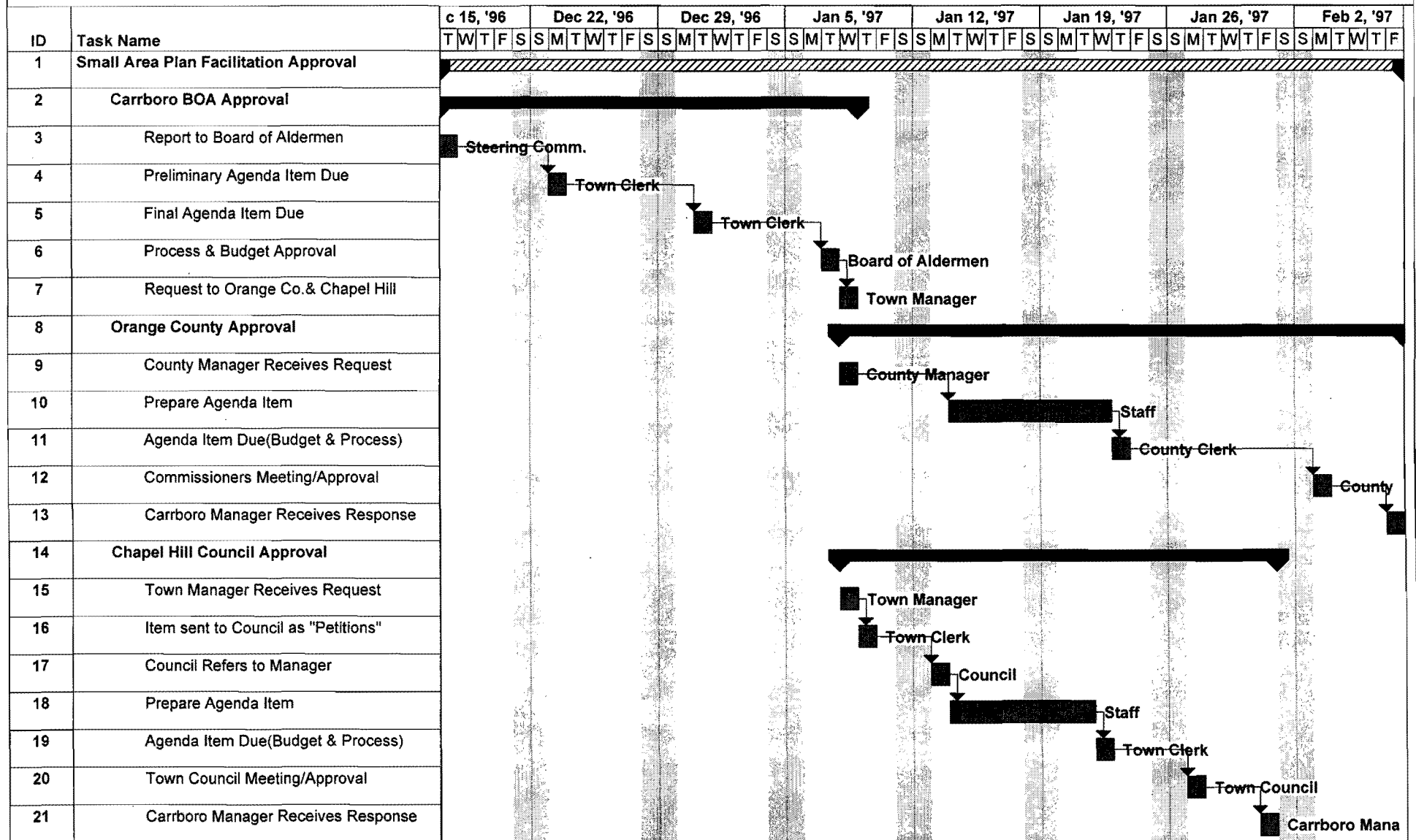
Full Group Session (4:00 - 5:30)

6. Using the plan, the options generated by the Expert, and other options generated during Day II, the participants continue to attempt to reach consensus on one plan.

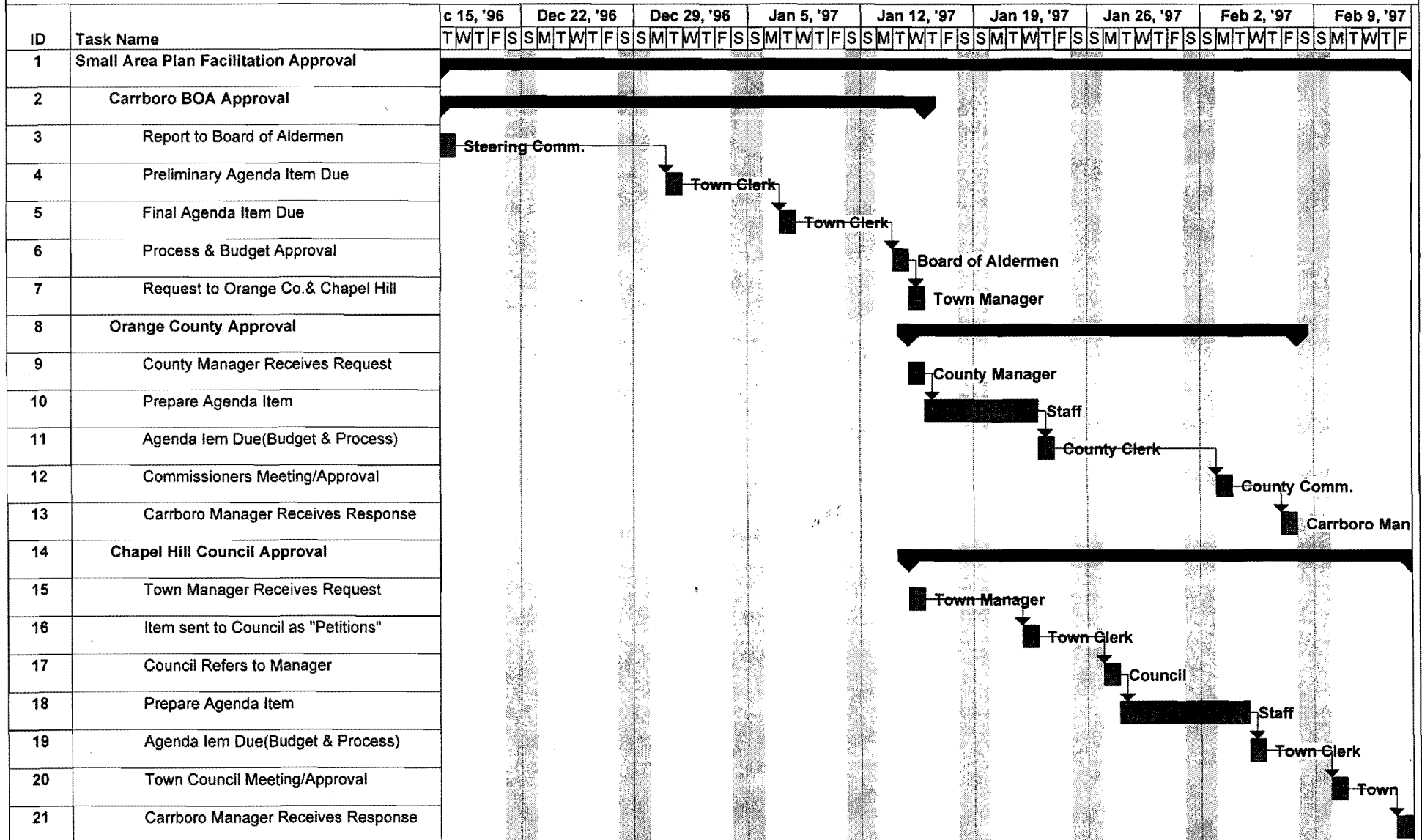
Adjourn (5:30 - 6:00PM)

7. Convener thanks participants and explains next steps.  
8. Meeting participants evaluate the conference.

# **SMALL AREA PLAN FACILITATION APPROVAL PROCESS "WITH 1/7/97 ALDERMEN APPROVAL"**



# **SMALL AREA PLAN FACILITATION APPROVAL PROCESS "WITH 1/14/97 ALDERMEN APPROVAL"**



# BOARD OF ALDERMEN

ITEM NO. E(6)

## AGENDA ITEM ABSTRACT

MEETING DATE: December 17, 1996

SUBJECT: Request to Allocate Funds to Conduct Cable TV Survey

DEPARTMENT: MANAGER'S OFFICE	PUBLIC HEARING: YES _____ NO _____
ATTACHMENTS: <ul style="list-style-type: none"><li>■ Budget Ordinance Amendment</li><li>■ Survey</li></ul>	FOR INFORMATION CONTACT: Robert Morgan, 968-7706

### PURPOSE

Consultant Bob Sepe recommends that all municipalities in the Triangle J Council of Government Cable TV Consortium administer a cable TV subscriber satisfaction survey. The purpose of this agenda item is to request that \$650 be allocated to administer the survey.

### SUMMARY

Part of the franchise renewal process involves assessing community needs and concerns as they relate to cable service. One of the best ways to assess community needs is through the administration of a cable TV survey. Approximately 2,000 surveys will be mailed out. We expect about a 10% return rate. Town cable consultants will tabulate the results, analyze the data, draw conclusions and provide the town with a written and oral report.

#### Printing of surveys

2,000 copies (front & back) x .045/per copy = \$180

#### Postage to send out surveys

2,000 pieces x .19/per piece bulk rate = \$380

#### Return postage

200 pieces x .34/per piece business reply = \$68

**Estimated Cost of Survey = \$628**

### RECOMMENDATION

Town Administration and the Cable TV Committee recommend that the Mayor and Board of Aldermen allocate \$650 to perform the survey.

### ACTION REQUESTED

To adopt the attached budget ordinance amendment to administer cable TV subscriber satisfaction survey.

The following ordinance was introduced by Alderman and duly seconded by Alderman

AN ORDINANCE AMENDING FY'96-97 BUDGET ORDINANCE

Ordinance No. 14/96-97

WHEREAS, the Town Board adopted the annual budget for the fiscal year beginning July 1, 1996 and ending June 30, 1997 and various project ordinances; and

WHEREAS, it is appropriate to amend the expense accounts in the funds listed to provide for increased expenses for the reasons stated.

NOW, THEREFORE, BE IT ORDAINED, that in accordance with authority contained in G.S. 159-15, the following expense and revenue accounts are amended as shown and that the total amount for the funds are herewith appropriated for the purposes shown:

<u>FUND</u>	<u>ACCOUNT TITLE</u>	<u>ACCOUNT NO.</u>	<u>INCREASE/ DECREASE</u>	<u>AMOUNT</u>	<u>FROM</u>	<u>TO</u>
General	Town Manager's Office	10.420.1100	Increase	650	1,982	2,632
General	Contingency	10.999.7000	Decrease	650	11,090	10,440

REASON: to provide funds for cable TV subscriber satisfaction survey.

The foregoing ordinance having been submitted to a vote received the following vote and was duly adopted this

Ayes:

Noes:

Absent or Excused: None

## Town of Carrboro Cable TV Survey

### Dear Carrboro Resident:

The Town is reviewing the level and quality of cable TV service within the town. The cable TV contract between Time Warner Cable and the Town will soon expire. During the contract renewal process, we want to consider subscribers' concerns about cable TV service. Please take a few moments to complete this survey. This is your chance to voice an opinion and let Town officials know what you think. When completed, fold the survey over, displaying the Business Reply Mail panel. Then tape the survey closed and place it in the U.S. mail before **January 8, 1997**. Thanks for your help.

1. What is the subscriber status of your household?
- ☐ Currently subscribe to cable (skip to question #3)
  - ☐ Previously subscribed, but not now
  - ☐ Never subscribed to cable

2. You presently are not a cable subscriber because:  
(check all that apply)

- ☐ I have a satellite dish
- ☐ Cable service is too expensive
- ☐ Don't watch much TV
- ☐ Over-the-air TV is good enough
- ☐ Cable service is poor: (specify)
  - ☐ Picture/sound quality    ☐ Programming
  - ☐ Repair service            ☐ Customer service
  - ☐ Installation              ☐ Billing
- ☐ Cable is not available in my area
- ☐ Program selection too limited
- ☐ I rely on video rentals & VCRs
- ☐ Other: (write answer in Question #24)

### Non-Subscribers please go to Question #24

3. Why do you subscribe to cable TV? (check all that apply)

- ☐ Better picture/sound quality of local TV stations
- ☐ Program selection/variety
- ☐ Access channels (Public, Education, Government)
- ☐ Other \_\_\_\_\_

4. Do you have a personal computer (PC, Macintosh) at home?
- ☐ Yes                                      ☐ No

If Yes, are you connected to the Internet?

- ☐ Yes                                      ☐ No

5. On average, how much do you spend monthly for cable TV services?

- ☐ \$8 - \$14.99                      ☐ \$29 - \$35.99
- ☐ \$15 - \$21.99                    ☐ \$36 - \$42.99
- ☐ \$22 - \$28.99                    ☐ Over \$43

6. **Basic Cable** service includes over-the-air stations, community and government access channels, and bulletin boards. Generally, the \$8 to \$12 **basic rate** you pay for this service is:

- ☐ An excellent value              ☐ A poor value
- ☐ A good value                      ☐ No opinion

7. Which additional services might you purchase from the cable company if available and reasonably priced? (check all that apply)

- ☐ Internet access                      ☐ Home shopping
- ☐ Local telephone                    ☐ Long distance telephone
- ☐ Banking/financial                  ☐ Video games
- ☐ On-demand movies, sports events & other programs

8. What was the nature of the cable problem you last reported to the cable company? (check all that apply)

- ☐ Picture/sound quality              ☐ Programming
- ☐ Service outage                      ☐ Cable rates
- ☐ Installation                          ☐ Customer service
- ☐ Billing                                   ☐ Repair
- ☐ Converter box                        ☐ Other
- ☐ Disconnect                           ☐ No problem reported

9. In general, how helpful are the cable company's customer service agents in resolving your cable problems?

- ☐ Very helpful                              ☐ Not at all helpful
- ☐ Helpful                                      ☐ No problems reported
- ☐ Not helpful

10. In general, when you telephone the cable company about a service problem, how long do you wait on the line before you are able to discuss your problem with a company representative?

- ☐ 0 - 30 sec.                              ☐ I left a message
- ☐ 31 sec. - 2 min.                      ☐ I abandoned the call
- ☐ 2 min. - 5 min.                        ☐ No telephone call made

11. In general, when you telephone the cable company about a repair problem, how long do you wait on the line before you are able to discuss your repair problem with a company representative?

- ☐ 0 - 30 sec.                              ☐ I left a message
- ☐ 31 sec. - 2 min.                      ☐ I abandoned the call
- ☐ 2 min. - 5 min.                        ☐ No telephone call made

12. In general, how long did it take the cable company to resolve your last reported cable service or repair problem?

- ☐ Within one day (24hrs)              ☐ More than 4 days
- ☐ Within 2 days                           ☐ Still have the problem
- ☐ Within 3 days                           ☐ No problem reported
- ☐ Within 4 days

13. How satisfied were you with how well the cable company resolved your most recently reported problem?

- ☐ Very satisfied                              ☐ Not at all satisfied
- ☐ Satisfied                                   ☐ No problem reported
- ☐ Not satisfied

14. Using the report card scale below, please rate the **overall quality** of your cable company's services. A = Excellent, B = Good,

C = Average, D = Not Good, F = Terrible.

(circle one letter in each category)

Picture/Sound				
A	B	C	D	F
Programming				
A	B	C	D	F
Repair Service				
A	B	C	D	F
Telephone Response				
A	B	C	D	F
Installation				
A	B	C	D	F
Cable Rates				
A	B	C	D	F
Billing				
A	B	C	D	F
Customer Service				
A	B	C	D	F

15. Would you switch to a competing cable company if it offered similar rates and programming, and was located in your area?

- ☐ Yes                                      ☐ No                                      ☐ No opinion

- Please go to #16 on the back! -

---

*Fold on this line*

---

16. Do you plan to cancel or reduce the level of your cable service and buy a satellite dish within the next 12 months?

- ☐ Yes ☐ No  
☐ Maybe ☐ Does not apply to me

17. Local governments are permitted by the FCC to regulate and monitor **Basic Cable** rates and services. Do you think the Town should continue to regulate and monitor Basic Cable rates and services?

- ☐ Yes ☐ No

18. What types of programs, channels, networks would you like the cable company to offer more of? (write answer below)

---

19. What types of programs, channels, networks would you like the cable company to offer less of? (write answer below)

---

20. In general, how interested are you in watching locally produced programs about *local government* affairs, issues, and events?

- ☐ Very interested ☐ Not interested  
☐ Interested ☐ No opinion

21. Cable access channels allow local residents and community organizations to express issues, ideas, and concerns over the cable TV system. How important do you think local cable access channels are to a community?

- ☐ Very important ☐ Not important  
☐ Important ☐ No opinion

22. If available on the cable system, would you watch college telecourses offered by area colleges, technical schools, or universities?

- ☐ Yes ☐ No ☐ No opinion

23. What, if any, is your primary concern regarding your cable service?

24. Write additional comments here. When done, fold over the survey flap, displaying the return address panel, and drop the survey in the mail today. Thanks!

Cable Television Survey  
P.O. Box 590  
Raleigh, N.C. 27602

Bulk Mail, Postage Paid  
Permit # \_\_\_\_\_  
Town of Carrboro  
Carrboro, N.C. 27510

# UNIVERSITY COMMONS CONDOMINIUMS

## CARRBORO

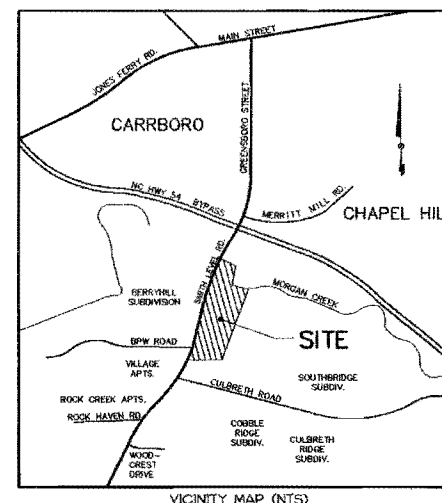
## NORTH CAROLINA

### DRAWING INDEX

#### SHEET

#### TITLE

COVER	COVER SHEET & DEVELOPMENT NOTES
C-1	SITE PLAN
C-2	DRAINAGE & GRADING PLAN
C-3	UTILITY PLAN
C-4	RESERVED FOR CONSTRUCTION PLANS
C-5	RESERVED FOR CONSTRUCTION PLANS
C-6	SITE DETAILS
C-7	OWASA DETAILS
C-8	RESERVED FOR CONSTRUCTION PLANS
C-9	RESERVED FOR CONSTRUCTION PLANS
C-10	RESERVED FOR CONSTRUCTION PLANS
L-1	TREE PROTECTION PLAN
L-2	LANDSCAPE & SIGNAGE DISCLOSURE PLAN
L-3	SCREEN AND FOUNDATION LANDSCAPE PLAN
L-4	CLUBHOUSE LANDSCAPE PLAN
SA-1	BUILDING ELEVATIONS
SA-2	BUILDING ELEVATIONS
SA-3	RECREATION PLAN
SA-4	ARCHITECTURAL \ SITE DETAILS
SA-5	ARCHITECTURAL \ SITE DETAILS
SD-1	SITE DEMOLITION PLAN \ EXISTING CONDITIONS



OWNER:  
LARRY E VIOLA ATWATER  
820 WEEKS STREET  
EAST PALO ALTO, CA 94303

DEVELOPER:  
SCOTT BRUNET  
ONIGHT CORPORATION  
1022 CLENSON BLVD., SUITE C  
SENECA, S.C. 29676

#### SITE DATA

PARCEL TAX REFERENCE: 7.122.8.18  
PIN NUMBER: 9778-71-7299  
PARCEL SIZE: 17.162 ACRES / 747,576 SQ. FT.  
PARCEL ADDRESS: 303 SMITH LEVEL ROAD  
PARCEL ZONING DISTRICT: RESIDENTIAL - IO (R-10)  
DENSITY PERMITTED: 74 UNITS  
DENSITY PROPOSED: 72 UNITS (SIX BUILDINGS - 12 UNITS IN EACH THREE STORY BUILDING)

	REQUIRED	PROVIDED
OPEN SPACE	299,030 SQ. FT. (40%)	574,671 SQ. FT. (76.8%)
RECREATION AREA	NO MINIMUM	4,440 SQ. FT.
RECREATION POINTS	850.32 POINTS	1,104.90 POINTS

	REQUIRED	PROVIDED
PARKING SPACES		
1 SPACE PER BEDROOM	288 SPACES	292 STANDARD SPACES
1 SPACE PER EA. FOUR UNITS	18 SPACES	14 HANDICAP SPACES
	306 SPACES	1 CREDIT FOR BICYCLE RACKS
		307 TOTAL

NOTE: THE APPLICANT IS REQUESTING A DEVIATION OF 5% (46 PARKING SPACES) FROM THE PRESUMPTIVE PARKING REQUIREMENTS OF THE CARRBORO LAND USE ORDINANCE, AS PROVIDED IN SECTIONS 15-292 AND 15-316 (C).

	PERMITTED	PROPOSED
IMPERVIOUS SURFACE LIMITS:	179,418 (24%)	159,205 (21.3%)

#### GENERAL NOTES:

- 1.) DEVELOPMENT IS PROPOSED AS A MULTI-FAMILY RESIDENTIAL DEVELOPMENT.
- 2.) DEVELOPMENT IS PROPOSED AS A TWO (2) PHASE PROJECT.
- 3.) ALL OPEN SPACE AND STORMWATER EASEMENTS SHALL BE PRIVATE AND SHALL BE MAINTAINED BY THE UNIVERSITY COMMONS OWNERS ASSOCIATION ACCORDING TO THE POLICY OF THE TOWN OF CARRBORO.
- 4.) ALL WATER AND SEWER EASEMENTS SHALL BE MAINTAINED BY OWASA.
- 5.) RECREATION AREA REQUIREMENT TO BE PROVIDED BY ON-SITE FACILITIES. RECREATION FACILITIES ARE PRIVATE AND SHALL BE MAINTAINED BY THE UNIVERSITY COMMONS OWNERS ASSOCIATION.
- 6.) REFUSE COLLECTION SHALL BE PROVIDED BY THE TOWN OF CARRBORO. THE DUMPSTER DESIGNATED FOR CARDBOARD COLLECTION SHALL BE SERVICED BY A PRIVATE CONTRACTOR.
- 7.) FIRE PROTECTION SHALL BE PROVIDED BY THE TOWN OF CARRBORO FIRE DEPARTMENT.
- 8.) SETBACKS SHALL BE AS SHOWN ON SITE PLAN (SHEET C-1). THE MINIMUM STANDARD SETBACKS OF THE R-10 ZONING DISTRICT SHALL APPLY TO THE PROPERTY AROUND THE PERIMETER. (STANDARD SETBACKS IN THE R-10 ZONE ARE: 25 FEET FOR STREET R.O.W.; 12 FEET FOR LOT BOUNDARY LINE; AND 12.5 FEET FOR FREESTANDING SIGNS)
- 9.) ALL UTILITY SERVICES (INCLUDING PIEDMONT ELECTRIC, BELL SOUTH, PUBLIC SERVICE COMPANY OF N.C., AND CABLEVISION) SHALL BE EXTENDED FROM SMITH LEVEL ROAD.
- 10.) THE VEHICLE ACCOMMODATION AREAS SHALL BE PRIVATE AND MAINTAINED BY THE UNIVERSITY COMMONS OWNERS ASSOCIATION.
- 11.) DEVELOPER SHALL BE RESPONSIBLE FOR FIRE LANE STRIPING AND PAVEMENT MARKING IN ACCORDANCE WITH TOWN OF CARRBORO REQUIREMENTS.

#### PROJECT DATA BY PHASE:

	AREA ACRES / SQ. FT.	ALLOWABLE DENSITY	PROPOSED DENSITY	PARKING REQUIRED	PARKING PROPOSED	RECREATION POINTS PER UNIT*	RECREATION POINTS REQUIRED	REQUIRED POINTS PROPOSED
PHASE 1 **	8.75 / 381,150	38	36	153	157	11.81	425.16	1,104.90
PHASE 2	8.41 / 366,426	36	0.00	153	149	11.81	425.16	0.00
TOTALS	17.16 / 747,576	74	72	306	306	11.81	850.32	1,104.90

\* EACH UNIT CONTAINS FOUR (4) BEDROOMS.

\*\* CLUBHOUSE AND RECREATION FACILITY SHALL BE CONSTRUCTED IN PHASE ONE.

ENGINEERS  
PLANNERS  
SURVEYORS  
PHILIP  
POST  
&  
ASSOCIATES  
401 Providence Road  
Chapel Hill, NC 27514  
(919)923-1173  
4931-2600 • 850-9662  
822 North Elm Street  
Greensboro, NC 27401  
(919)733-7711

UNIVERSITY COMMONS CONDOMINIUMS

COVER SHEET

ORANGE COUNTY, NC

TOWN OF CHAPEL HILL

SCALE: NTS  
DRAWN BY: MDP  
CHECKED BY: GOS  
DATE: 5/22/98  
PROJECT NO. 77518A  
DRAWING NO. 2559/0501  
This drawing is to be used for the project and for no other purpose. It is to be used in accordance with the contract documents and the applicable laws and regulations. It is to be used in accordance with the contract documents and the applicable laws and regulations. It is to be used in accordance with the contract documents and the applicable laws and regulations.

REVISIONS: 1. 7/19/98: CARRBORO ZONING COMMENTS  
2. 9/16/98: TOWN OF CARRBORO COMMENTS  
3. 10/17/98: TOWN OF CARRBORO COMMENTS

SHEET COVER

OF



# UNIVERSITY COMMONS CONDOMINIUMS

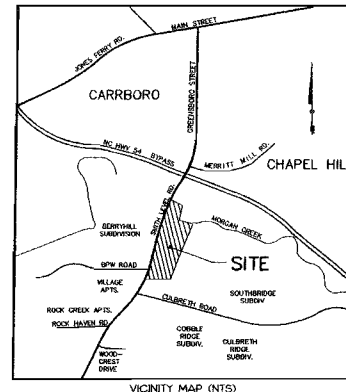
## CARRBORO NORTH CAROLINA

### DRAWING INDEX

#### SHEET

#### TITLE

COVER	COVER SHEET & DEVELOPMENT NOTES
C-1	SITE PLAN
C-2	DRAINAGE & GRADING PLAN
C-3	UTILITY PLAN
C-4	RESERVED FOR CONSTRUCTION PLANS
C-5	RESERVED FOR CONSTRUCTION PLANS
C-6	SITE DETAILS
C-7	OWASA DETAILS
C-8	RESERVED FOR CONSTRUCTION PLANS
C-9	RESERVED FOR CONSTRUCTION PLANS
C-10	RESERVED FOR CONSTRUCTION PLANS
L-1	TREE PROTECTION PLAN
L-2	LANDSCAPE & SIGNAGE DISCLOSURE PLAN
L-3	SCREEN AND FOUNDATION LANDSCAPE PLAN
L-4	CLUBHOUSE LANDSCAPE PLAN
SA-1	BUILDING ELEVATIONS
SA-2	BUILDING ELEVATIONS
SA-3	RECREATION PLAN
SA-4	ARCHITECTURAL \ SITE DETAILS
SA-5	ARCHITECTURAL \ SITE DETAILS
SD-1	SITE DEMOLITION PLAN \ EXISTING CONDITIONS



OWNER:  
LARRY & VIOLA ATWATER  
820 WEEKS STREET  
EAST PALO ALTO, CA 94303

DEVELOPER:  
SCOTT BRUNET  
ONIGHT CORPORATION  
1002 CLEMSON BLVD., SUITE C  
SENECA, S.C. 29678

#### SITE DATA

PARCEL TAX REFERENCE: 7122.B.18  
PIN NUMBER: 9778-71-7299  
PARCEL SIZE: 17.62 ACRES / 747,576 SQ. FT.  
PARCEL ADDRESS: 303 SMITH LEVEL ROAD  
PARCEL ZONING DISTRICT: RESIDENTIAL - IO (R-10)  
DENSITY PERMITTED: 74 UNITS  
DENSITY PROPOSED: 72 UNITS (SIX BUILDINGS - 12 UNITS IN EACH THREE STORY BUILDING)

	REQUIRED	PROVIDED
OPEN SPACE	299,030 SQ. FT. (40%)	574,671 SQ. FT. (76.8%)
RECREATION AREA	NO MINIMUM	4,440 SQ. FT.
RECREATION POINTS (1.81 POINTS PER UNIT)	850.32 POINTS	1,044.90 POINTS

	REQUIRED	PROVIDED
PARKING SPACES	288 SPACES	292 STANDARD SPACES
1 SPACE PER BEDROOM	18 SPACES	14 HANDICAP SPACES
1 SPACE PER EA. FOUR UNITS		1 CREDIT FOR BICYCLE RACKS
	306 SPACES	307 TOTAL

NOTE: THE APPLICANT IS REQUESTING A DEVIATION OF 15% (46 PARKING SPACES) FROM THE PRESUMPTIVE PARKING REQUIREMENTS OF THE CARRBORO LAND USE ORDINANCE, AS PROVIDED IN SECTIONS 15-292 AND 15-36 (C).

	PERMITTED	PROPOSED
IMPERVIOUS SURFACE LIMITS:	179,418 (24%)	159,205 (21.3%)

#### GENERAL NOTES:

- 1) DEVELOPMENT IS PROPOSED AS A MULTI-FAMILY RESIDENTIAL DEVELOPMENT.
- 2) DEVELOPMENT IS PROPOSED AS A TWO (2) PHASE PROJECT.
- 3) ALL OPEN SPACE AND STORMWATER EASEMENTS SHALL BE PRIVATE AND SHALL BE MAINTAINED BY THE UNIVERSITY COMMONS OWNERS ASSOCIATION ACCORDING TO THE POLICY OF THE TOWN OF CARRBORO.
- 4) ALL WATER AND SEWER EASEMENTS SHALL BE MAINTAINED BY OWASA.
- 5) RECREATION AREA REQUIREMENT TO BE PROVIDED BY ON-SITE FACILITIES. RECREATION FACILITIES ARE PRIVATE AND SHALL BE MAINTAINED BY THE UNIVERSITY COMMONS OWNERS ASSOCIATION.
- 6) REFUSE COLLECTION SHALL BE PROVIDED BY THE TOWN OF CARRBORO. THE DUMPSTER DESIGNATED FOR CARDBOARD COLLECTION SHALL BE SERVICED BY A PRIVATE CONTRACTOR.
- 7) FIRE PROTECTION SHALL BE PROVIDED BY THE TOWN OF CARRBORO FIRE DEPARTMENT.
- 8) SETBACKS SHALL BE AS SHOWN ON SITE PLAN (SHEET C-1). THE MINIMUM STANDARD SETBACKS OF THE R-10 ZONING DISTRICT SHALL APPLY TO THE PROPERTY AROUND THE PERIMETER. (STANDARD SETBACKS IN THE R-10 ZONE ARE: 25 FEET FOR STREET R.O.W.; 12 FEET FOR LOT BOUNDARY LINE; AND 12.5 FEET FOR FREESTANDING SIGNS)
- 9) ALL UTILITY SERVICES (INCLUDING PIEDMONT ELECTRIC, BELL SOUTH, PUBLIC SERVICE COMPANY OF N.C. AND CABLEVISION) SHALL BE EXTENDED FROM SMITH LEVEL ROAD.
- 10) THE VEHICLE ACCOMMODATION AREAS SHALL BE PRIVATE AND MAINTAINED BY THE UNIVERSITY COMMONS OWNERS ASSOCIATION.
- 11) DEVELOPER SHALL BE RESPONSIBLE FOR FIRE LANE STRIPING AND PAVEMENT MARKING IN ACCORDANCE WITH TOWN OF CARRBORO REQUIREMENTS.

#### PROJECT DATA BY PHASE:

	AREA ACRES / SQ. FT.	ALLOWABLE DENSITY	PROPOSED DENSITY	PARKING REQUIRED	PARKING PROPOSED	RECREATION POINTS PER UNIT*	RECREATION POINTS REQUIRED	REQUIRED POINTS PROPOSED
PHASE 1 **	8.75 / 38,050	38	36	153	157	1.81	425.16	1,044.90
PHASE 2	8.41 / 366,426	36	0.00	153	149	1.81	425.16	0.00
TOTALS	17.16 / 747,576	74	72	306	306	1.81	850.32	1,044.90

\* EACH UNIT CONTAINS FOUR (4) BEDROOMS.

\*\* CLUBHOUSE AND RECREATION FACILITY SHALL BE CONSTRUCTED IN PHASE ONE.

PLANNERS  
SURVEYORS  
PHILIP  
POST  
&  
ASSOCIATES

UNIVERSITY COMMONS CONDOMINIUMS

COVER SHEET

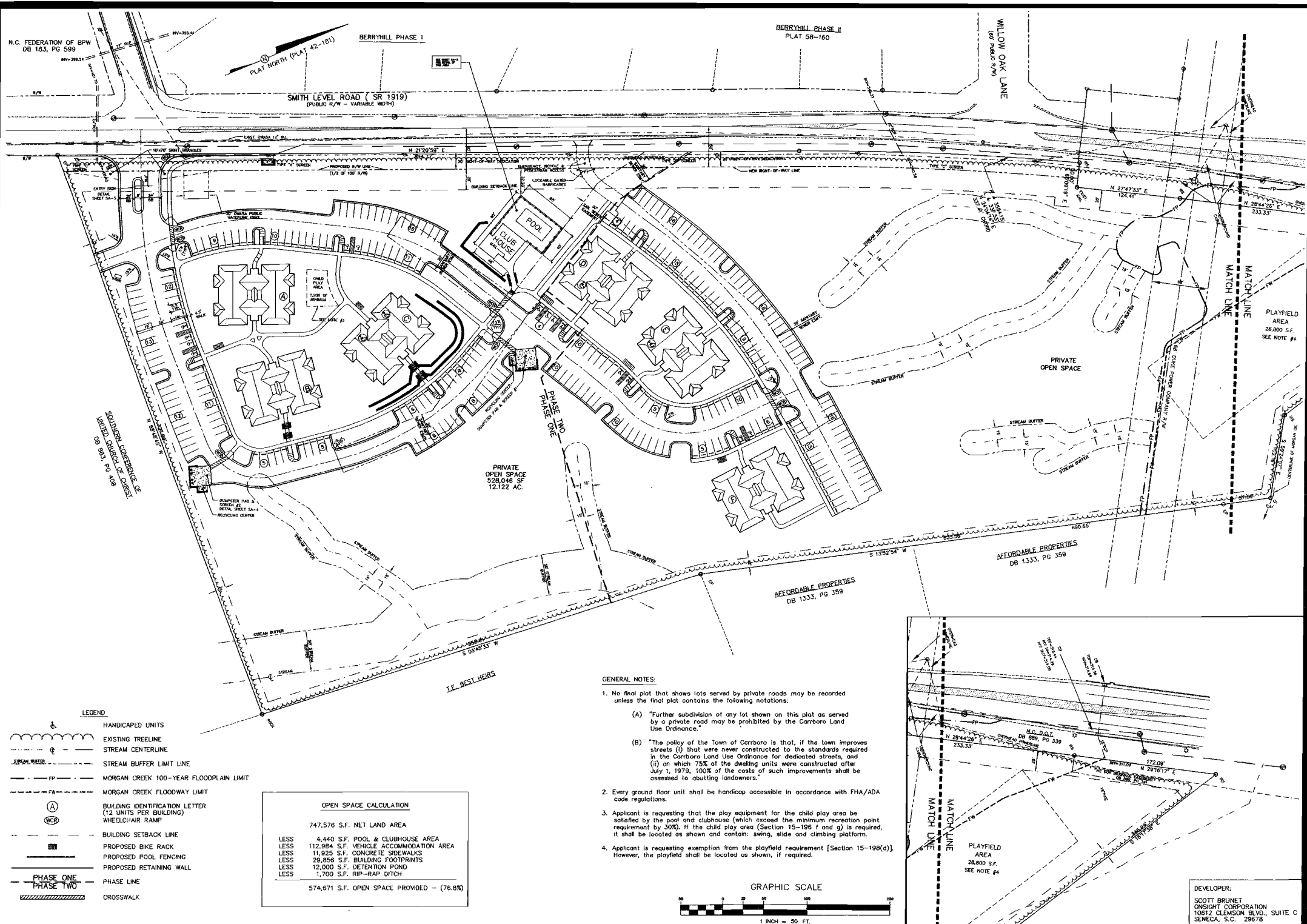
ORANGE COUNTY, NC

TOWN OF CHAPEL HILL

SCALE: NTS  
DRAWN BY: MOP  
CHECKED BY: JCS  
DATE: 5/22/06  
PROJECT NO. 72518A  
DRAWING NO. 1056301  
THIS DRAWING IS THE PROPERTY OF PHILIP POST & ASSOCIATES, INC. AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF PHILIP POST & ASSOCIATES, INC.

REVISIONS: 1. 7/17/06: CARRBORO ZONING COMMENTS  
2. 8/10/06: TOWN OF CARRBORO COMMENTS  
3. 10/10/06: TOWN OF CARRBORO COMMENTS

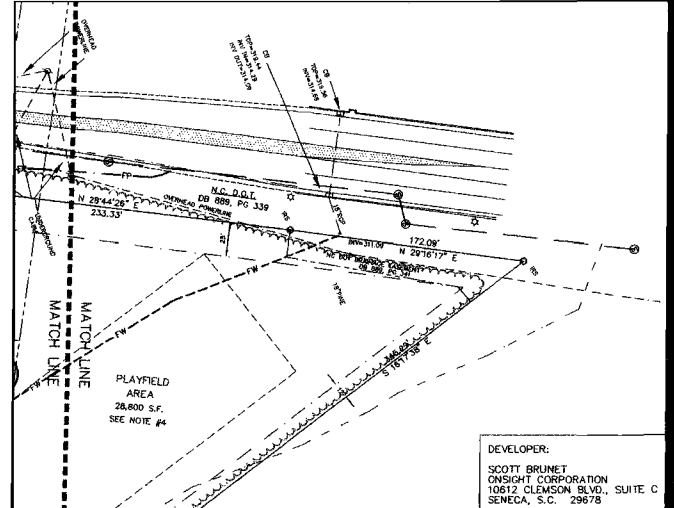
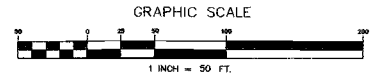
SHEET \_\_\_\_\_ COVER  
OF \_\_\_\_\_



- LEGEND**
- HANDICAPPED UNITS
  - EXISTING TREELINE
  - STREAM CENTERLINE
  - STREAM BUFFER LIMIT LINE
  - MORGAN CREEK 100-YEAR FLOODPLAIN LIMIT
  - MORGAN CREEK FLOODWAY LIMIT
  - BUILDING IDENTIFICATION LETTER (12 UNITS PER BUILDING)
  - WHEELCHAIR RAMP
  - BUILDING SETBACK LINE
  - PROPOSED BIKE RACK
  - PROPOSED POOL FENCING
  - PROPOSED RETAINING WALL
  - PHASE ONE
  - PHASE TWO
  - CROSSWALK

OPEN SPACE CALCULATION	
747,576 S.F. NET LAND AREA	
LESS 4,440 S.F. POOL & CLUBHOUSE AREA	
LESS 112,984 S.F. VEHICLE ACCOMMODATION AREA	
LESS 11,925 S.F. CONCRETE SIDEWALKS	
LESS 29,856 S.F. BUILDING FOOTPRINTS	
LESS 12,000 S.F. DETENTION POND	
LESS 1,700 S.F. RIP-RAP DITCH	
574,671 S.F. OPEN SPACE PROVIDED - (76.8%)	

- GENERAL NOTES:**
- No final plat that shows lots served by private roads may be recorded unless the final plat contains the following notations:
    - (A) "Further subdivision of any lot shown on this plat as served by a private road may be prohibited by the Carboro Land Use Ordinance."
    - (B) "The policy of the Town of Carboro is that, if the town improves streets (i) that were never constructed to the standards required in the Carboro Land Use Ordinance for dedicated streets, and (ii) on which 75% of the dwelling units were constructed after July 1, 1979, 100% of the costs of such improvements shall be assessed to abutting landowners."
  - Every ground floor unit shall be handicap accessible in accordance with FHA/ADA code regulations.
  - Applicant is requesting that the play equipment for the child play area be satisfied by the pool and clubhouse (which exceed the minimum recreation point requirement by 30%). If the child play area (Section 15-196 f and g) is required, it shall be located as shown and contain: swing, slide and climbing platform.
  - Applicant is requesting exemption from the playfield requirement [Section 15-198(d)]. However, the playfield shall be located as shown, if required.



**ENGINEERS**  
**PLANNERS**  
**SURVEYORS**

**PHILIP POST & ASSOCIATES**

401 Providence Road  
Providence, NC 27514  
(919) 292-1173  
483-2800 • 850-9662  
822 North Elm Street  
Raleigh, NC 27601  
(919) 233-7711

**UNIVERSITY COMMONS**

**SITE PLAN**

**REVISIONS**

1. TYPING CARBORO ZONING COMMENTS	
2. TYPING TOWN OF CARBORO COMMENTS	
3. TYPING TOWN OF CARBORO COMMENTS	

**SCALE** 1" = 50'

**DRAWN BY** JLD

**CHECKED BY** JLD

**DATE** 01.12.05

**PROJECT NO.** 72516A

**DRAWING NO.** 72516A

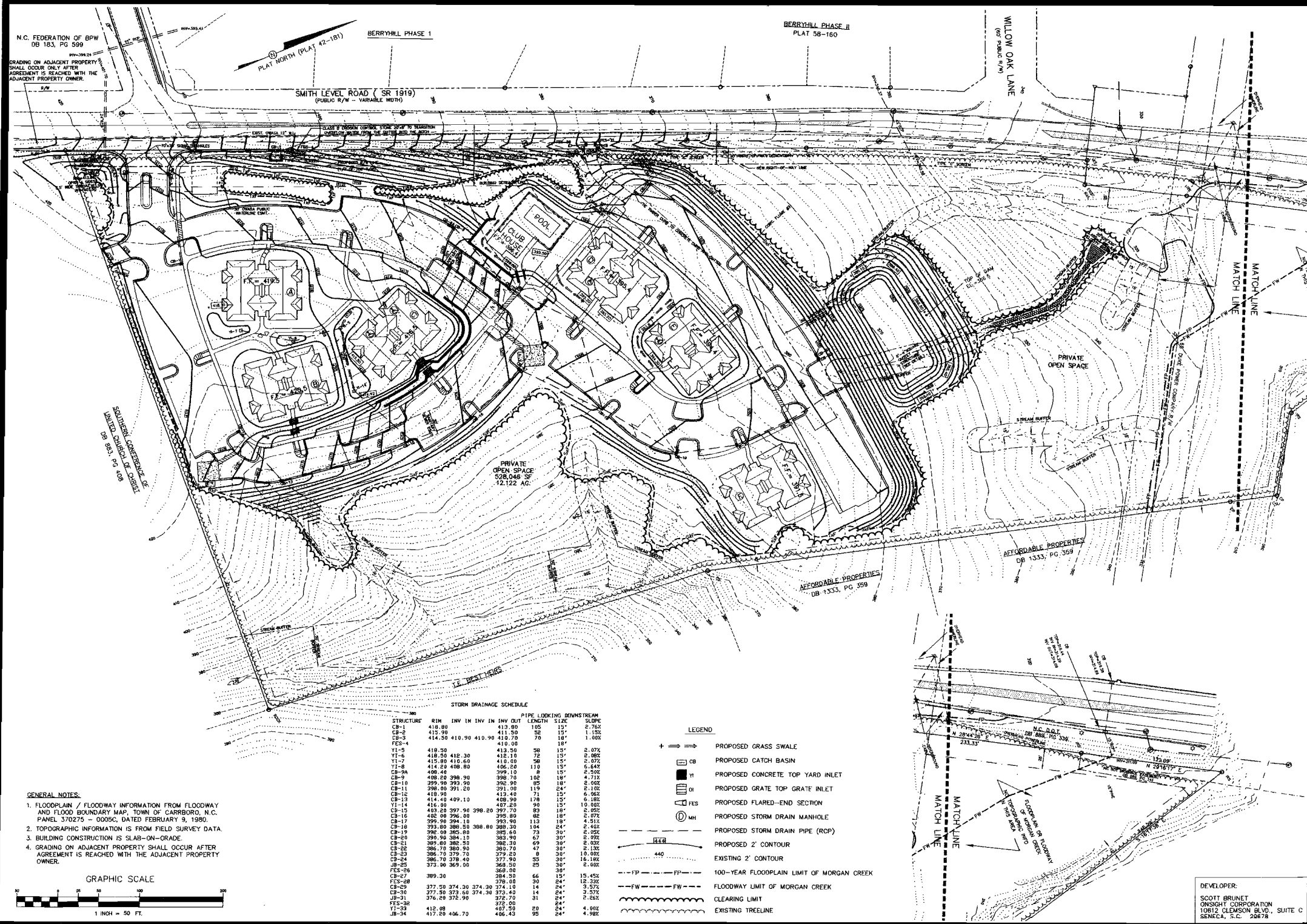
The accuracy of this drawing is based on the information provided by the client. The client is responsible for the accuracy of the information provided. The engineer is not responsible for the accuracy of the information provided. The engineer is not responsible for the accuracy of the information provided.

**DEVELOPER:**

SCOTT BRUNET  
ONIGHT CORPORATION  
10612 CLEMSON BLVD., SUITE C  
SENECA, S.C. 29678

**SHEET** C-1

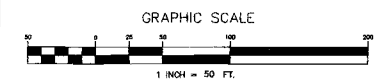
**OF**



N.C. FEDERATION OF BPW  
DB 183, PG. 599

GRADING ON ADJACENT PROPERTY  
SHALL OCCUR ONLY AFTER  
AGREEMENT IS REACHED WITH THE  
ADJACENT PROPERTY OWNER.

- GENERAL NOTES:
1. FLOODPLAIN / FLOODWAY INFORMATION FROM FLOODWAY AND FLOOD BOUNDARY MAP, TOWN OF CARBORO, N.C. PANEL 370275 - 0005C, DATED FEBRUARY 9, 1980.
  2. TOPOGRAPHIC INFORMATION IS FROM FIELD SURVEY DATA.
  3. BUILDING CONSTRUCTION IS SLAB-ON-GRADE.
  4. GRADING ON ADJACENT PROPERTY SHALL OCCUR AFTER AGREEMENT IS REACHED WITH THE ADJACENT PROPERTY OWNER.



STORM DRAINAGE SCHEDULE									
STRUCTURE	RIM	INV	INV	INV	PIPE	LOOKING	DOWNSTREAM		
					SIZE	LENGTH	SIZE		
CB-1	418.80	418.80	418.80	418.80	12"	15'	2.76%		
CB-2	415.90	415.90	415.90	415.90	12"	15'	2.76%		
CB-3	414.50	414.50	414.50	414.50	12"	15'	2.76%		
FES-4	418.30	418.30	418.30	418.30	12"	15'	2.76%		
YI-5	418.30	418.30	418.30	418.30	12"	15'	2.76%		
YI-6	418.30	418.30	418.30	418.30	12"	15'	2.76%		
YI-7	415.80	415.80	415.80	415.80	12"	15'	2.76%		
YI-8	414.20	414.20	414.20	414.20	12"	15'	2.76%		
CB-9A	408.40	408.40	408.40	408.40	12"	15'	2.76%		
CB-9B	408.40	408.40	408.40	408.40	12"	15'	2.76%		
CB-10	398.00	398.00	398.00	398.00	12"	15'	2.76%		
CB-11	398.00	398.00	398.00	398.00	12"	15'	2.76%		
CB-12	418.90	418.90	418.90	418.90	12"	15'	2.76%		
CB-13	414.40	414.40	414.40	414.40	12"	15'	2.76%		
YI-14	415.90	415.90	415.90	415.90	12"	15'	2.76%		
CB-15	403.20	403.20	403.20	403.20	12"	15'	2.76%		
CB-16	402.00	402.00	402.00	402.00	12"	15'	2.76%		
CB-17	395.90	395.90	395.90	395.90	12"	15'	2.76%		
CB-18	393.80	393.80	393.80	393.80	12"	15'	2.76%		
CB-19	392.00	392.00	392.00	392.00	12"	15'	2.76%		
CB-20	390.90	390.90	390.90	390.90	12"	15'	2.76%		
CB-21	389.80	389.80	389.80	389.80	12"	15'	2.76%		
CB-22	386.70	386.70	386.70	386.70	12"	15'	2.76%		
CB-23	386.70	386.70	386.70	386.70	12"	15'	2.76%		
CB-24	386.70	386.70	386.70	386.70	12"	15'	2.76%		
CB-25	373.00	373.00	373.00	373.00	12"	15'	2.76%		
FES-26	389.30	389.30	389.30	389.30	12"	15'	2.76%		
CB-27	377.50	377.50	377.50	377.50	12"	15'	2.76%		
FES-28	377.50	377.50	377.50	377.50	12"	15'	2.76%		
CB-29	377.50	377.50	377.50	377.50	12"	15'	2.76%		
CB-30	377.50	377.50	377.50	377.50	12"	15'	2.76%		
CB-31	376.20	376.20	376.20	376.20	12"	15'	2.76%		
FES-32	412.00	412.00	412.00	412.00	12"	15'	2.76%		
YI-33	417.00	417.00	417.00	417.00	12"	15'	2.76%		
CB-34	417.00	417.00	417.00	417.00	12"	15'	2.76%		

- LEGEND
- PROPOSED GRASS SWALE
  - PROPOSED CATCH BASIN
  - PROPOSED CONCRETE TOP YARD INLET
  - PROPOSED GRATE TOP GRATE INLET
  - PROPOSED FLARED-END SECTION
  - PROPOSED STORM DRAIN MANHOLE
  - PROPOSED STORM DRAIN PIPE (RCP)
  - PROPOSED 2' CONTOUR
  - EXISTING 2' CONTOUR
  - 100-YEAR FLOODPLAIN LIMIT OF MORGAN CREEK
  - FLOODWAY LIMIT OF MORGAN CREEK
  - CLEARING LIMIT
  - EXISTING TREELINE

ENGINEERS  
SURVEYORS

PHILIP  
POST  
&  
ASSOCIATES

401 Providence Road  
Durham, N.C. 27714  
(919) 286-1173  
485-2000 • 850-9882  
822 North Elm Street  
Durham, N.C. 27601  
(919) 273-7771

UNIVERSITY COMMONS

DRAINAGE & GRADING PLAN

TOWN OF CARBORO

SCALE: 1" = 50'

DRAWN BY: JLP

CHECKED BY: GGS

DATE: 5/22/06

PROJECT NO. 75516A

DRAWING NO. 5555001

This drawing is the property of Philip Post & Associates, Inc. and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Philip Post & Associates, Inc.

REVISIONS: 1. TYPICAL CARBORO ZONING COMMENTS

2. EXISTING TOWN OF CARBORO COMMENTS

3. EXISTING TOWN OF CARBORO COMMENTS

DEVELOPER:

SCOTT BRUNET  
ONSHORE CORPORATION  
10612 GLEASON BLVD., SUITE C  
SENECA, S.C. 29678

SHEET C-2

OF

N.C. FEDERATION OF BPW  
DB 183, PG 599

SMITH LEVEL ROAD (SR 1919)  
(PUBLIC R/W - VARIABLE WIDTH)

BERRYHILL PHASE 1

BERRYHILL PHASE II  
PLAT 58-160

WILLOW OAK LANE  
(OFF PUBLIC R/W)

MATCH LINE  
MATCH LINE

PRIVATE OPEN SPACE

AFFORDABLE PROPERTIES  
DB 1333, PG 359

AFFORDABLE PROPERTIES  
DB 1333, PG 359

J.E. BEST HEIRS

UTILITY PROVIDERS

Sewer:  
(Underground)

Orange Water and Sewer Authority

Fees: By Onsite Corporation  
Tap: By OWASA  
Installation: By Contractor  
Telephone: (919) 988-4421

Water:  
(Underground)

Orange Water and Sewer Authority  
and Private by Condominium Association

Fees: By Onsite Corporation  
for 6" meter & 8" RDC.  
B" Tap: By OWASA (To exist. OWASA)  
6" Meter Set: By OWASA  
Installation: By Contractor  
Telephone: (919) 966-4421

Gas Service:  
(Underground)

Public Service Gas Company of N.C.

Fees: By Onsite Corporation  
Installation: By Public Service Gas Company  
Telephone: (919) 942-5104

Electric Service:  
(Underground)

Piedmont Electric Membership Corporation

Fees: By Onsite Corporation  
Installation: By Piedmont Electric  
Telephone: (919) 732-2123

Telephone Service:  
(Underground)

BellSouth

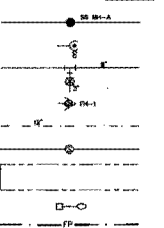
Fees: By Onsite Corporation  
Installation: By BellSouth  
Local Contact: Trent Lifer  
Telephone: (919) 571-2053

Cable TV:  
(Underground)

Time Warner Cable

Fees: By Onsite Corporation  
Installation: By Time Warner Cable  
Telephone: (919) 987-7068

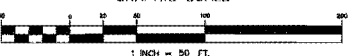
LEGEND



GENERAL NOTES:

- All 8", 3", 5/8" lines, std. hydrants and blowoff will be private water system owned by University Commons Condominium Association.
- Any existing septic tank and drain lines found shall be abandoned in accordance with Orange County Health Department procedures.
- If an existing well is found, it shall be abandoned in accordance with Orange County Health Department procedures.
- All utility services (including Piedmont Electric, BellSouth, Public Service Company of N.C., and Cablevision) shall be extended from Smith Level Road.
- The 8" public waterline shall be extended to the south property line at the southern driveway stub where it shall be extended by others to create an 8" looped system.

GRAPHIC SCALE



UNIVERSITY COMMONS

UTILITY PLAN

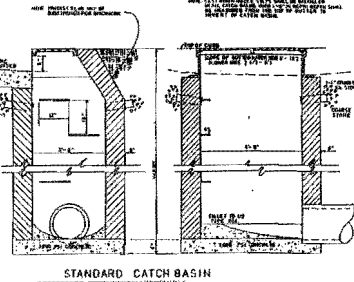
ORANGE COUNTY, N.C.

TOWN OF CARRBORO

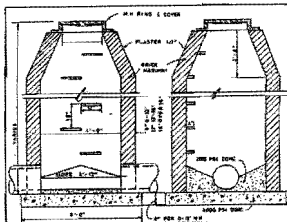
ENGINEERS  
PLANNERS  
SURVEYORS  
PHILIP  
POST  
&  
ASSOCIATES  
401 Providence Road  
Chapel Hill, NC 27514  
(919) 988-4421  
822 North Elm Street  
Greensboro, NC 27401  
(919) 273-7711

SCALE: 1" = 50'  
DRAWN BY: JWP  
CHECKED BY: JWP  
DATE: 3/22/99  
PROJECT NO.: 0505071  
SHEET NO.: 0505071-1  
UNIVERSITY COMMONS  
10612 CLEMSON BLVD., SUITE C  
SENECA, S.C. 29678  
DEVELOPER:  
SCOTT BRUNET  
UNIVERSITY COMMONS  
10612 CLEMSON BLVD., SUITE C  
SENECA, S.C. 29678

THE TOWN OF CARRBORO, N.C. STD. NO. 11

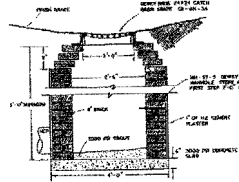


STANDARD CATCH BASIN



STORM WATER MANHOLE (JUNCTION BOX)

THE TOWN OF CARRBORO, N.C. STD. NO. 11



GRATE INLET

STREET LIGHT DETAIL

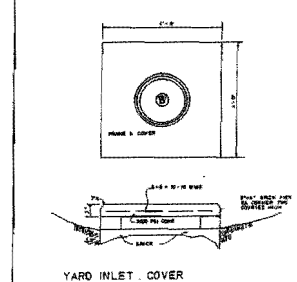


COBRA HEAD STREET LIGHT



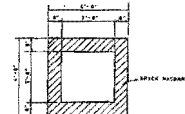
LIGHTING FOOTPRINT IN LUMENS

SCALE: 1" = 50'-0"



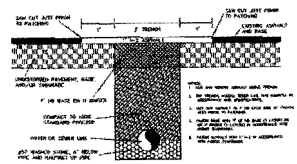
YARD INLET COVER

THE TOWN OF CARRBORO, N.C. STD. NO. 12

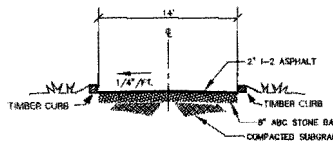


YARD INLET

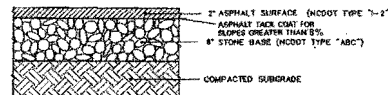
THE TOWN OF CARRBORO, N.C. STD. NO. 13



PIPE BACKFILL AND PAVEMENT PATCH DETAIL

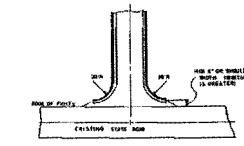


EMERGENCY, PEDESTRIAN, AND BICYCLE ACCESS DRIVEWAY

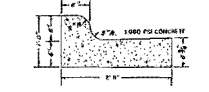


PAVEMENT DESIGN

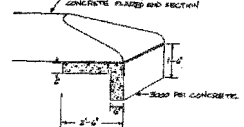
NTS



RECOMMENDED STREET CONNECTION CURB & GUTTER



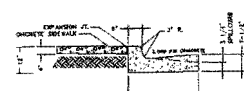
PUBLIC STREET CURB AND GUTTER



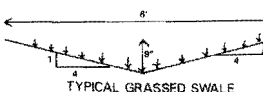
FLARED END SECTION

SECTION

CONCRETE FLUME



PRIVATE CURB & GUTTER AND SIDEWALK



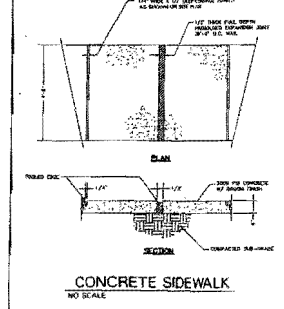
TYPICAL GRASSED SWALE

NO SCALE



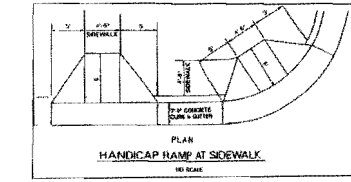
TYPICAL WALL SECTION 'A'

NO SCALE



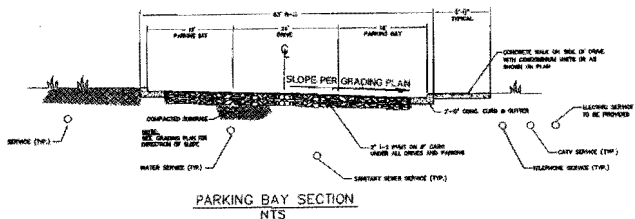
CONCRETE SIDEWALK

NO SCALE



HANDICAP RAMP AT SIDEWALK

NO SCALE



PARKING BAY SECTION

NTS

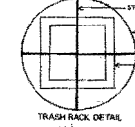
EL 368-TOP OF DAM

EL 364-TOP OF STRUCTURE

EL 360-BOTTOM OF POND

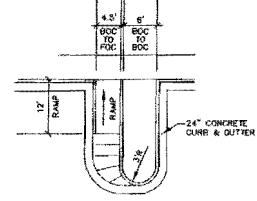
DETENTION POND OUTLET STRUCTURE

NO SCALE

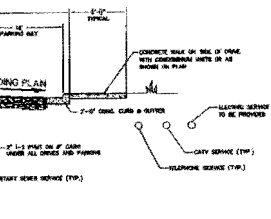


TRASH RACK DETAIL

NO SCALE

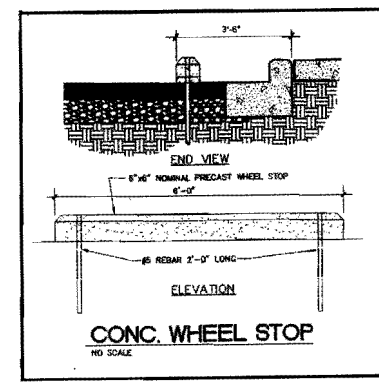


PARKING LOT ISLAND & HANDICAP RAMP DETAIL



CONC. WHEEL STOP

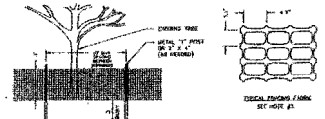
NO SCALE



ELEVATION

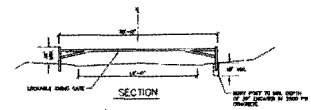
CONC. WHEEL STOP

NO SCALE



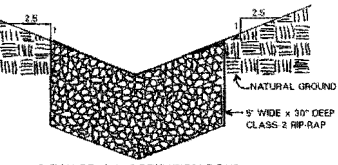
TREE PROTECTION FENCE

NOT TO SCALE



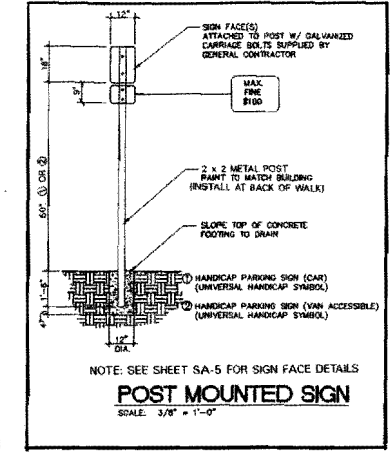
BARRICADE DETAIL

END OF EMERGENCY ACCESS LANE



DITCH BELOW DETENTION POND

NO SCALE



POST MOUNTED SIGN

SCALE: 3/8" = 1'-0"

ENGINEERS  
PLANNERS  
SURVEYORS  
PHILIP  
POST  
&  
ASSOCIATES  
407 Providence Road  
Chapel Hill, NC 27514  
919-286-0000  
822 North Elm Street  
Durham, NC 27601  
(919) 233-7771

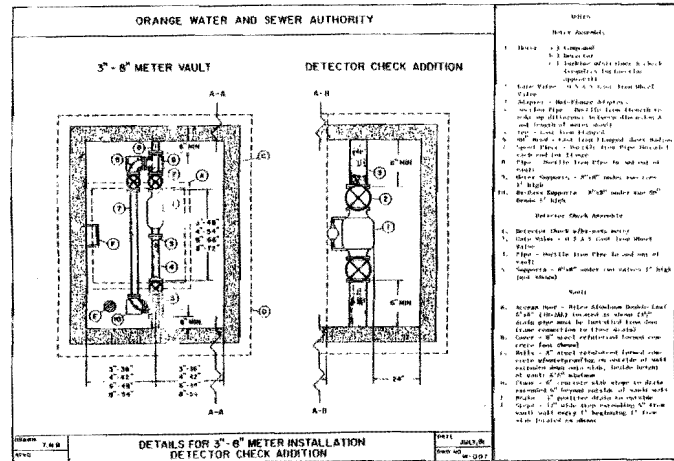
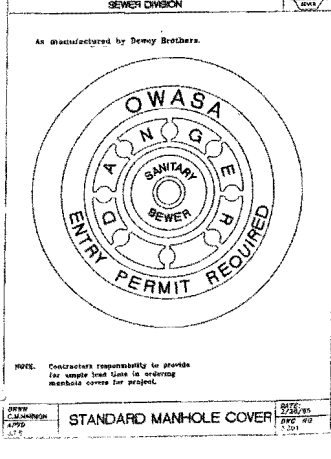
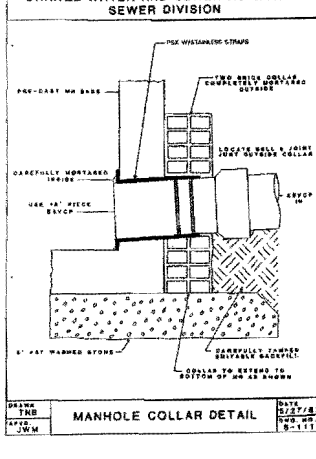
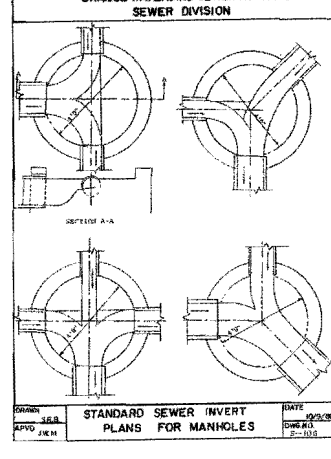
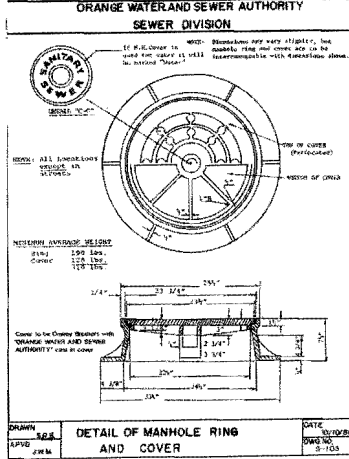
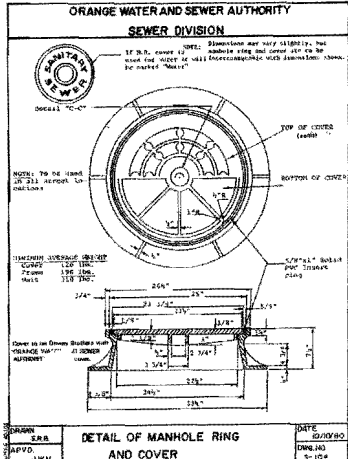
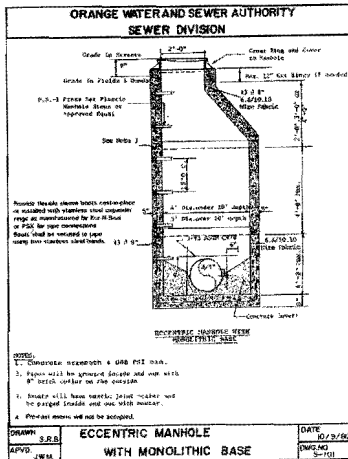
UNIVERSITY COMMONS CONDOMINIUMS  
SITE DETAILS  
ORANGE COUNTY, N.C.



UNIVERSITY COMMONS CONDOMINIUMS  
SITE DETAILS  
ORANGE COUNTY, N.C.

SCALE: NTS  
DRAWN BY: JMS  
CHECKED BY: JMS  
DATE: 5/22/96  
PROJECT NO. 7316A  
DRAWING NO. A5523201  
REVISIONS: 1. 7/19/96: CARRBORO ZONING COMMENTS.  
2. 8/18/96: TOWN OF CARRBORO COMMENTS.  
3. 10/17/96: TOWN OF CARRBORO COMMENTS.

SHEET C-6  
OF 14



ENGINEERS  
PLANNERS  
SURVEYORS

PHILIP  
POST  
&  
ASSOCIATES

401 Providence Road  
Providence, R.I. 02914  
(401) 852-1714  
493-2600 • 850-8662  
822 North Elm Street  
Providence, R.I. 02907  
(401) 852-1714

UNIVERSITY COMMONS CONDOMINIUMS

OWASA DETAILS

SCALE: 1/8" = 1'-0"

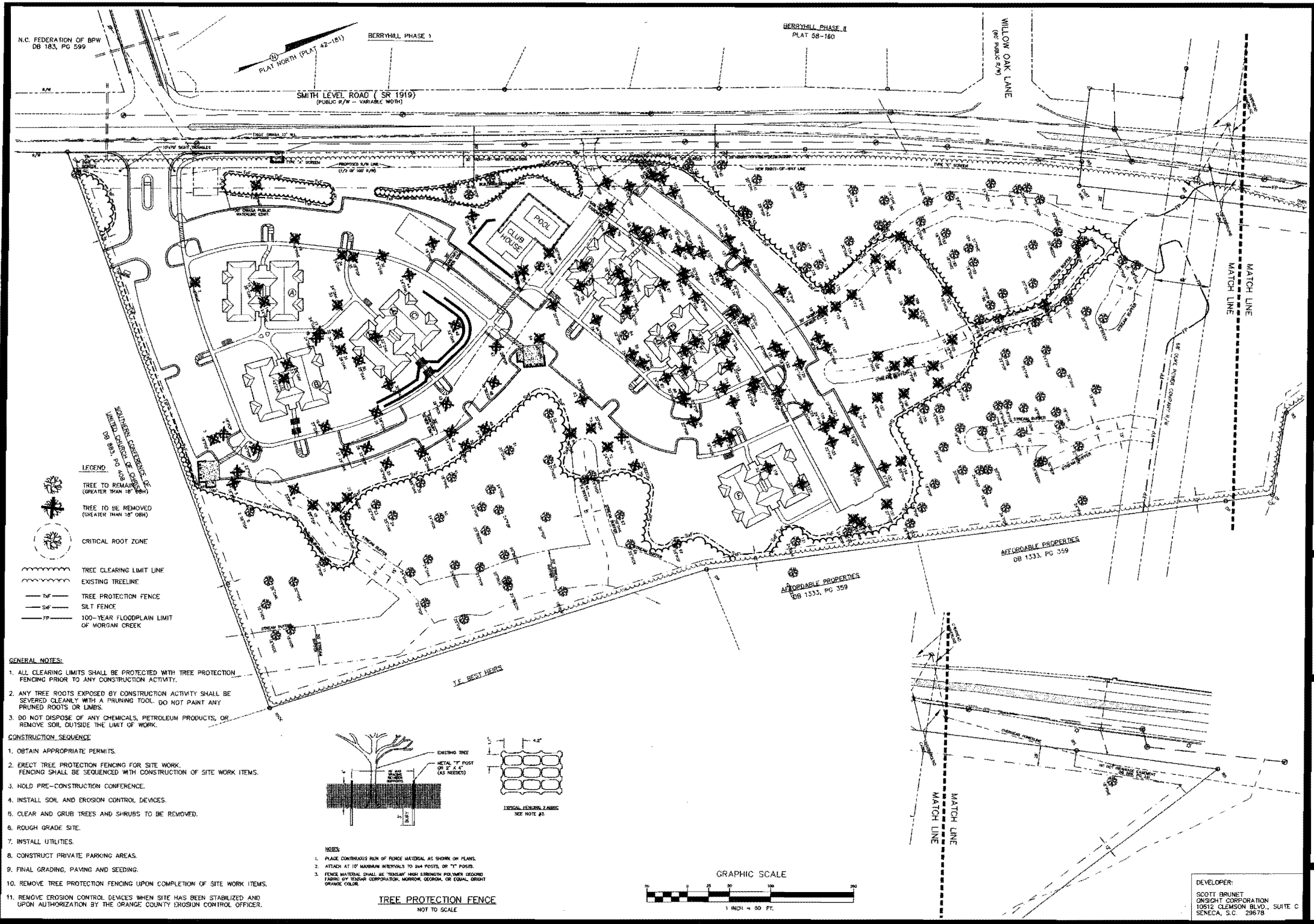
DRAWN BY: JOP  
CHECKED BY: JES  
DATE: 5/22/86  
PROJECT NO.: 72156A  
DRAWING NO.: 455/SP01

REVISIONS: 1. 7/13/86: CARBORO ZONING COMMENTS.  
2. 10/17/86: TOWN OF CARBORO COMMENTS.

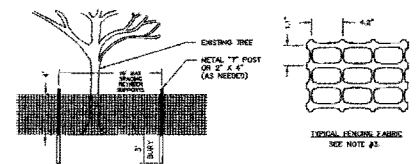
SHEET 6-7

OF 14





- GENERAL NOTES:**
1. ALL CLEARING LIMITS SHALL BE PROTECTED WITH TREE PROTECTION FENCING PRIOR TO ANY CONSTRUCTION ACTIVITY.
  2. ANY TREE ROOTS EXPOSED BY CONSTRUCTION ACTIVITY SHALL BE SEVERED CLEANLY WITH A PRUNING TOOL. DO NOT PAINT ANY PRUNED ROOTS OR LIMBS.
  3. DO NOT DISPOSE OF ANY CHEMICALS, PETROLEUM PRODUCTS, OR REMOVE SOIL OUTSIDE THE LIMIT OF WORK.
- CONSTRUCTION SEQUENCE:**
1. OBTAIN APPROPRIATE PERMITS.
  2. ERECT TREE PROTECTION FENCING FOR SITE WORK. FENCING SHALL BE SEQUENCED WITH CONSTRUCTION OF SITE WORK ITEMS.
  3. HOLD PRE-CONSTRUCTION CONFERENCE.
  4. INSTALL SOIL AND EROSION CONTROL DEVICES.
  5. CLEAR AND GRUB TREES AND SHRUBS TO BE REMOVED.
  6. ROUGH GRADE SITE.
  7. INSTALL UTILITIES.
  8. CONSTRUCT PRIVATE PARKING AREAS.
  9. FINAL GRADING, PAVING AND SEEDING.
  10. REMOVE TREE PROTECTION FENCING UPON COMPLETION OF SITE WORK ITEMS.
  11. REMOVE EROSION CONTROL DEVICES WHEN SITE HAS BEEN STABILIZED AND UPON AUTHORIZATION BY THE ORANGE COUNTY EROSION CONTROL OFFICER.



- NOTES:**
1. PLACE CONTINUOUS RUN OF FENCE MATERIAL AS SHOWN ON PLANS.
  2. ATTACH AT 10' MAXIMUM INTERVALS TO 2x4 POSTS, OR 1\"/>
  3. FENCE MATERIAL SHALL BE "TENSAR" HIGH STRENGTH POLYMER GEOTEXTILE FABRIC BY TENSAR CORPORATION, MORGAN, GEORGIA, OR EQUAL, ORIGIN ORANGE COUNTY.

**TREE PROTECTION FENCE**  
NOT TO SCALE

ENGINEERS  
PLANNERS  
SURVEYORS

PHILIP  
POST  
&  
ASSOCIATES

UNIVERSITY COMMONS

TREE PROTECTION PLAN

TOWN OF CARLEBERG ORANGE COUNTY, N.C.

SCALE: 1" = 50'

DRAWN BY: JUP

CHECKED BY: SSS

DATE: 5/22/98

PROJECT NO.: 22518-01

DATE: 5/22/98

REVISIONS: 1. TYPICAL CARLEBERG ZONING COMMENTS

2. SHOWING TOWN OF CARLEBERG COMMENTS

3. TOWN OF CARLEBERG COMMENTS

DEVELOPER:

SCOTT BRUNET

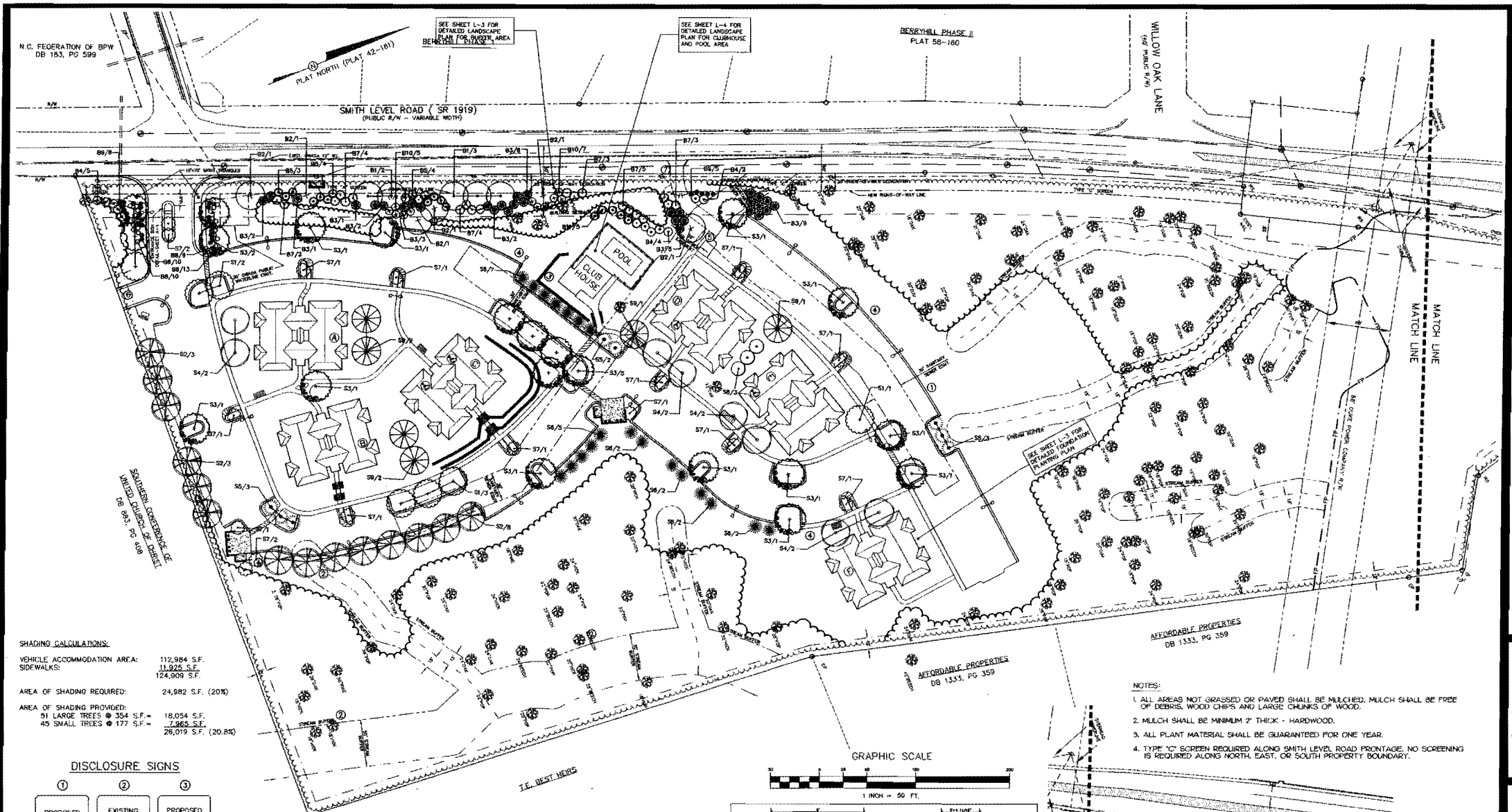
ONIGHT CORPORATION

10512 CLEMSON BLVD., SUITE C

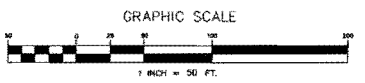
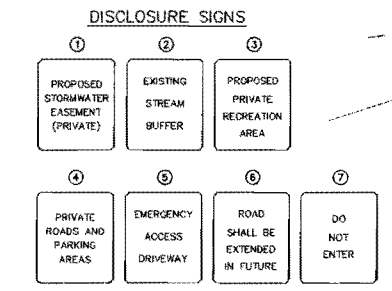
SENECA, S.C. 29678

SHEET: L-1

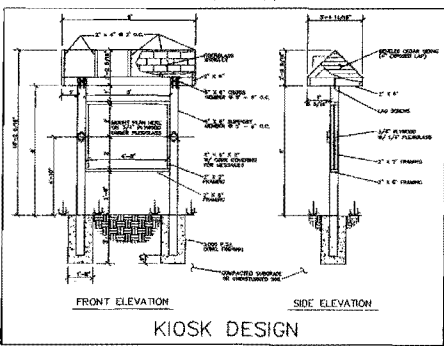
OF: \_\_\_\_\_



SHADING CALCULATIONS:  
VEHICLE ACCOMMODATION AREA: 112,984 S.F.  
SIDEWALKS: 11,925 S.F.  
124,909 S.F.  
AREA OF SHADING REQUIRED: 24,982 S.F. (20%)  
AREA OF SHADING PROVIDED:  
51 LARGE TREES @ 354 S.F. = 18,054 S.F.  
45 SMALL TREES @ 177 S.F. = 7,965 S.F.  
26,019 S.F. (20.8%)



SITE PLANTING SCHEDULE				
SYMBOL	KEY	QUANTITY	COMMON/SCIENTIFIC NAME	PLANTING SIZE
1	51	9	WILLOW OAK	2.5" Caliper
2	52	14	GREEN ASH	2.5" Caliper
3	53	19	SUNSET RED MAPLE	2.5" Caliper
4	54	8	CHINA PINE (MALE ONLY)	2.5" Caliper
5	55	8	SOUTHERN REDBUD	1.5" Caliper
6	56	20	EASTERN REDBUD	2.0" Caliper
7	57	18	ORANGE MYRTLE	6" - 7" Height
8	58	3	RIVER BIRCH	7" - 8" Caliper
9	59	6	SYCAMORE	2.5" Caliper
NOTES:				
B&B, Matched Specimen				
B&B, Matched Specimen				
B&B, Matched Specimen				
B&B, Matched Specimen				
B&B, Matched Specimen				
B&B, Matched Specimen				
B&B, Matched Specimen				
B&B, Matched Specimen				
B&B, Matched Specimen				



- NOTES:
1. ALL AREAS NOT GRASSED OR PAVED SHALL BE MULCHED. MULCH SHALL BE FREE OF DEBRIS, WOOD CHIPS AND LARGE CHUNKS OF WOOD.
  2. MULCH SHALL BE MINIMUM 2" THICK - HARDWOOD.
  3. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR ONE YEAR.
  4. TYPE "C" SCREEN REQUIRED ALONG SMITH LEVEL ROAD FRONTAGE. NO SCREENING IS REQUIRED ALONG NORTH, EAST, OR SOUTH PROPERTY BOUNDARY.

DEVELOPER:  
SCOTT BRUNET  
ONSHORE CORPORATION  
10612 CLEMSON BLVD., SUITE C  
SENECA, SC 29678

ENGINEERS  
PLANNERS  
SURVEYORS

PHILIP  
POST  
&  
ASSOCIATES

UNIVERSITY COMMONS

LANDSCAPE & SIGN DISCLOSURE PLAN

ORANGE COUNTY, N.C.

SCALE: 1" = 50'

DRAWN BY: JEP

CHECKED BY: JEP

DATE: 08/13/2014

PROJECT NO.: 201401

DRAWING NO.: 201401-01

REVISIONS: 1. TYPING, CARRIAGE CORRECTIONS

2. REVISION: TOWN OF CARRBORO COMMENTS

3. REVISION: TOWN OF CARRBORO COMMENTS

SHEET 1-2

OF 2



MARK	TYPE	BOTANICAL NAME	COMMON NAME	NUMBER	REMARKS
	BROADLEAF CANOPY TREE	ACER PALMATH "SANG KAPU"	JAPANESE MAPLE	10-12"	
	BROADLEAF CANOPY TREE	ACER RUBRUM "OCTOBER GLORY"	RED MAPLE	10-12"	
	UNDERSTORY TREE	CORNUS FLORIDA "CHEROKEE CHIEF"	DOGWOOD	6'-8'	
	UNDERSTORY TREE	LAGERSTROMIA INDICA "NATCAREZ"	CREPE MYRTLE	6'-8'	
	SHRUB	ILEX CORNUTA "BURNFORDI NANA"	CHAMPAGNE HOLLY	3 GALLON	
	SHRUB	ILEX CORNUTA "GARRISSA"	GARRISSA HOLLY	3 GALLON	
	GROUND COVER	LIRIOPE MACRANTHOS "PINK BLISS"	LIRIOPE	3" POT	
	GRASS	REBEL II	PESQUE	0 LBS PER 1000 S.F.	

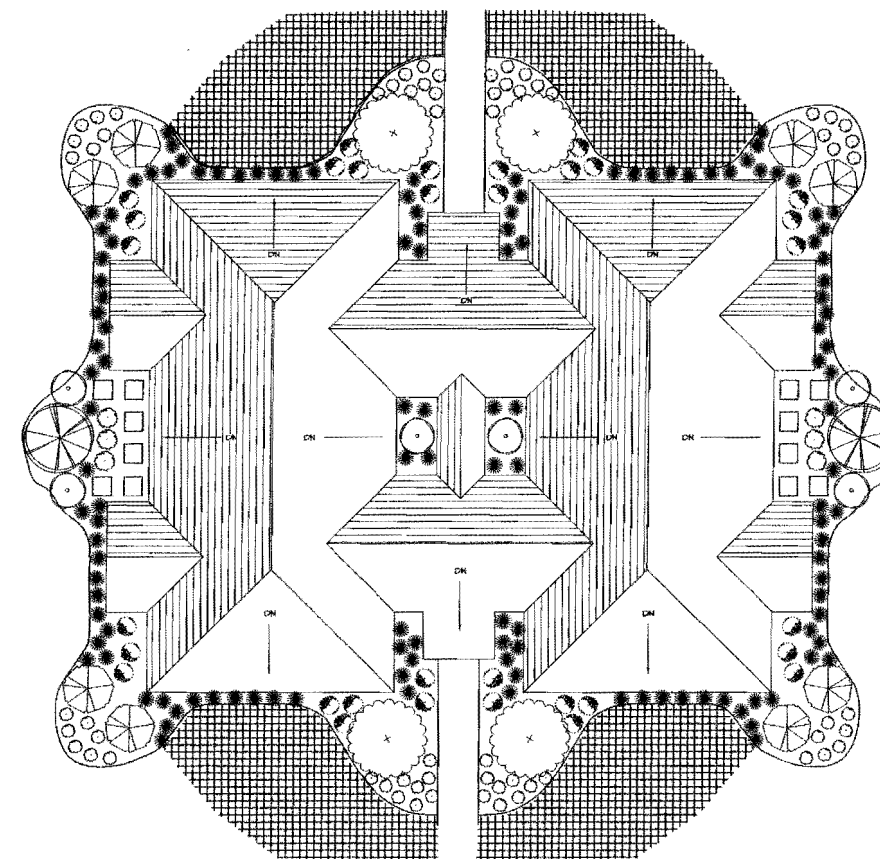
#### NOTES:

- 1- ALL AREAS NOT GRASSED OR PAVED SHALL BE MULCHED. MULCH SHALL BE FREE OF DEBRIS, WOOD CHIPS AND LARGE HUNKS OF WOOD.
- 2- MULCH SHALL BE MIN. 2" THICK - HARDWOOD.
- 3- ALL PLANT MATERIAL SHALL BE GUARANTEED FOR ONE YEAR.

SYMBOL	KEY	QUANTITY	COMMON NAME/SCIENTIFIC NAME	PLANTING SIZE	REMARKS
	B1	5	RED SUNSET MAPLE ACER RUBRUM "RED SUNSET"	1 3/4" CALIPER	B&B, 25' O.C.
	B2	6	SAWTOOTH OAK QUERCUS ACUTISSIMA	2" CALIPER	B&B, 25' O.C.
	B3	31	JAPANESE BLACK PINE PINUS THUNBERGIANA	4" HEIGHT	B&B, 10' O.C.
	B4	11	CAROLINA CHERRY LAUREL PRUNUS CAROLINIAN	5" HEIGHT	B&B, 9' O.C.
	B5	11	WITCH HAZEL HAMAMELIS X INTERMEDIA "JELENA"	30"-36" HEIGHT	CONT, 8' O.C.
	B6	23	SLENDER DEUTZIA DEUTZIA GRACILIS	24" HEIGHT	CONT, O.C. AS SHOWN
	B7	25	WAX MYRTLE MYRTICA CERIFERA	4" HEIGHT	B&B, 6' O.C.
	B8	19	ZABEL LAUREL PRUNUS LAUROCEASUS "ZABELIANA"	24"-30"	CONT., O.C. AS SHOWN
	B9	13	VIRGINIA SWEETSPIRE ITEA VIRGINICA	18"-24"	CONT, 6' O.C.
	B10	12	PFITZER JUNIPER JUNIPERUS CHINENSIS PRITZERIANA	24"	CONT, 6' O.C.
	B11	5	EASTERN RED CEDAR JUNIPERUS VIRGINIANA	4" HEIGHT	B&B, O.C. AS SHOWN

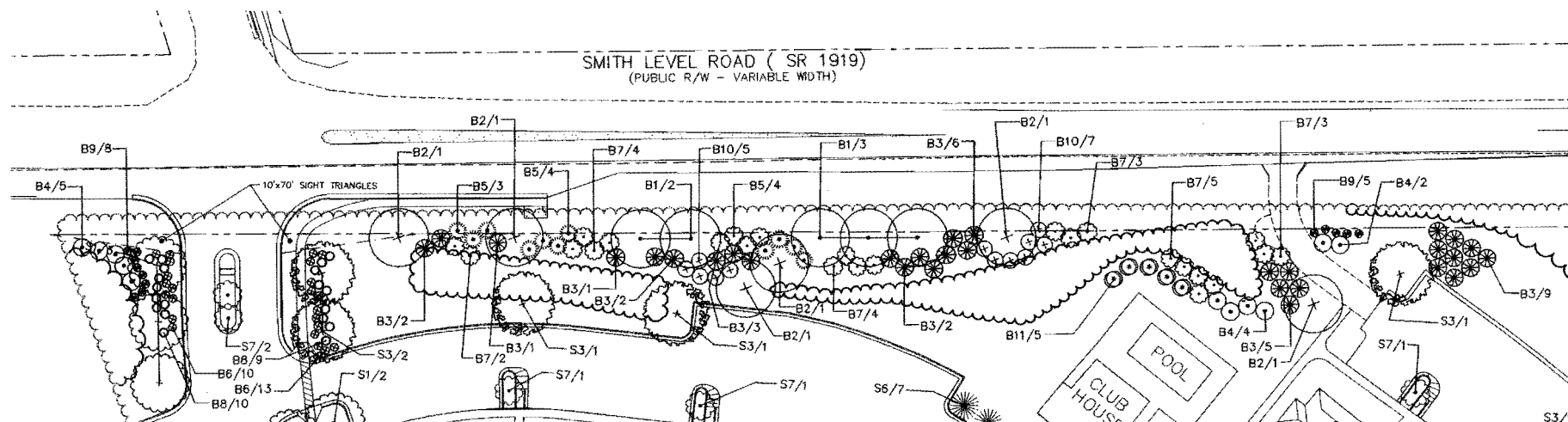
#### TYPE "A" SCREEN PLAN

1" = 30'



#### FOUNDATION PLAN

NO SCALE



DEVELOPER:  
SCOTT BRUNET  
ONSTIGHT CORPORATION  
10612 CLEMSON BLVD., SUITE C  
SENECA, S.C. 29678

PHILIP POST & ASSOCIATES  
401 Providence Road  
Greenville, SC 29615  
(803) 753-1173  
493-2600 • 850-8662  
822 North Elm Street  
Greenville, SC 29601  
(803) 753-7771

UNIVERSITY COMMONS

SCREEN AND FOUNDATION LANDSCAPE PLAN

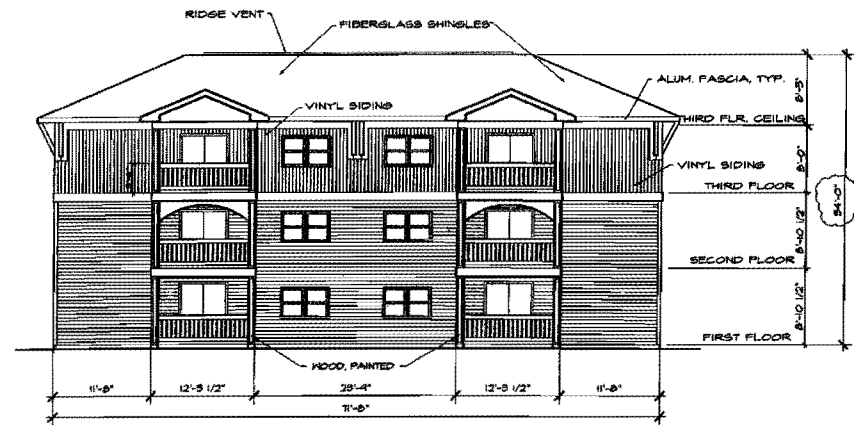
ORANGE COUNTY, N.C.

TOWN OF CARBONERO

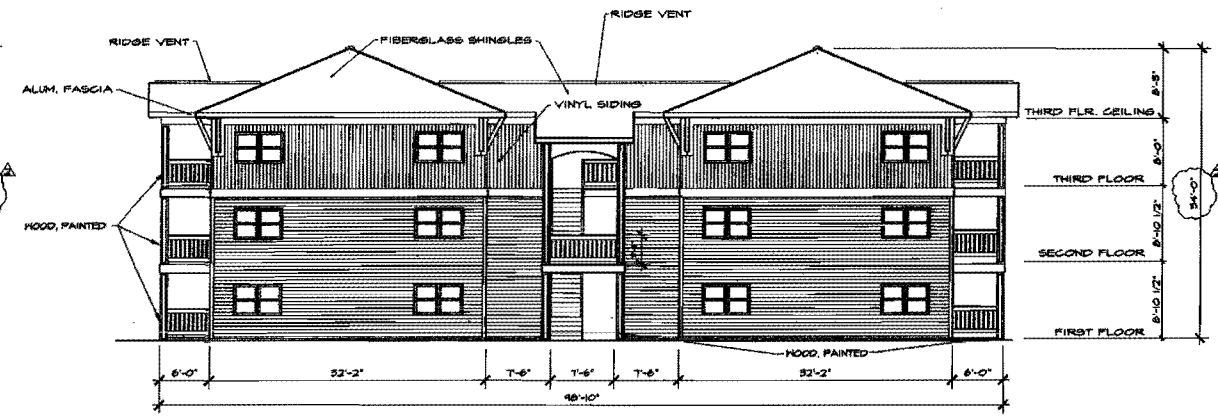
SCALE: AS NOTED  
DRAWN BY: JEP  
CHECKED BY: JEP  
DATE: 8/17/06  
PROJECT NO. 72018A  
DRAWING NO. 45823501  
This drawing is the property of Philip Post and Associates, Inc. It is to be used only for the project and site for which it was prepared. It is not to be reproduced, copied, or used for any other project without the written consent of Philip Post and Associates, Inc.

REVISIONS:  
1. TYPING: CARBONERO ZONING COMMENTS  
2. IMPROVE: TOWN OF CARBONERO COMMENTS  
3. TYPING: TOWN OF CARBONERO COMMENTS

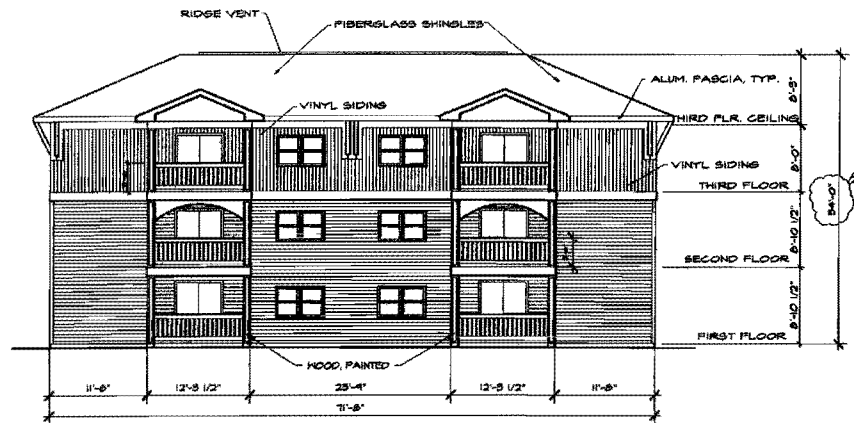
SHEET 1-3  
OF



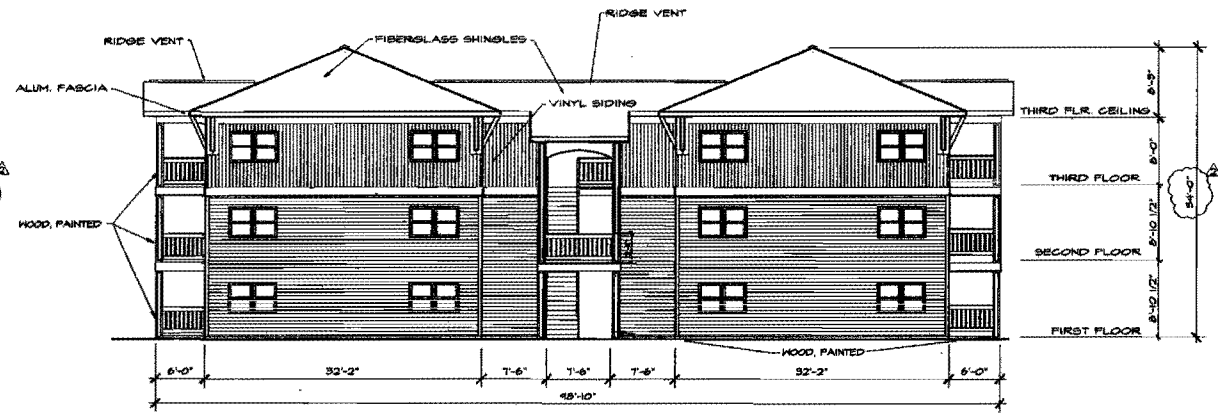
① SIDE ELEVATION



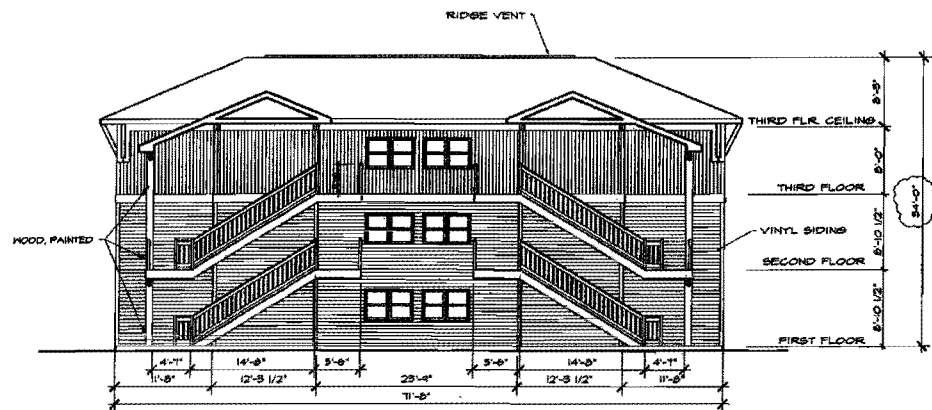
② FRONT ELEVATION



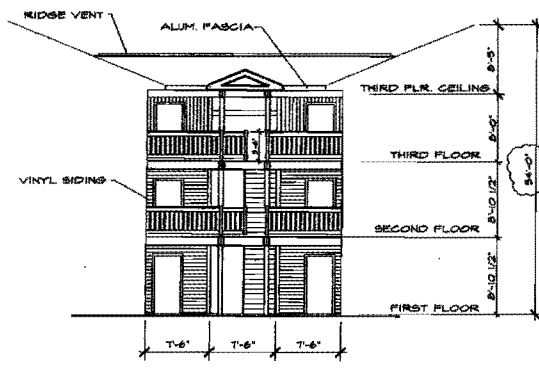
③ SIDE ELEVATION



④ REAR ELEVATION

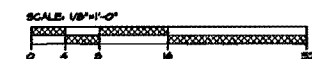


⑤ COURTYARD ELEVATION



⑥ COURTYARD ELEVATION

NOTES: EVERY GROUND FLOOR UNIT SHALL BE HANDICAP ACCESSIBLE ACCORDING TO F.M.A. CODE REGULATIONS.



**ELLIS GROUP P.A. ARCHITECTURE**

21 EAST WASHINGTON STREET  
GREENVILLE, S.C. 29601  
(864) 235-7464  
(FAX) 235-7581

THIS DRAWING IS AN INSTRUMENT OF SERVICE AND SHALL NOT BE USED IN ANY WAY, WHATSOEVER, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. IT SHALL BE RETURNED TO THE ARCHITECT UPON COMPLETION. COPYRIGHT 1996. ALL RIGHTS RESERVED.

STATE OF SOUTH CAROLINA  
ELLIS GROUP P.A.  
GREENVILLE, SC  
C-83006  
REGISTERED ARCHITECTS

ROBERT E. ELLIS  
REGISTERED ARCHITECT  
1971  
GREENVILLE, SC

UNIVERSITY COMMONS  
FOR  
SCOTT BRUNET  
CARBORO  
NORTH CAROLINA

DATE: JUNE 4, 1996  
SCALE: 1/8"=1'-0"  
JOB NO.: 46595  
DRAWN: HLE  
CHECK: REE  
REVISIONS: NO. 1, DATE 7/5/96  
NO. 2, DATE 9/1/96  
NO. 3, DATE  
NO. 4, DATE

SHEET  
**SA-1**  
OF SHEETS