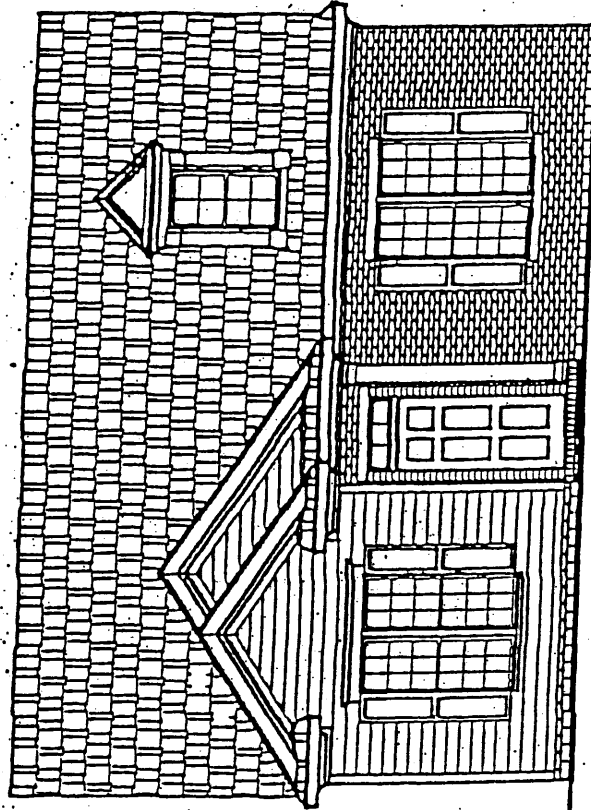
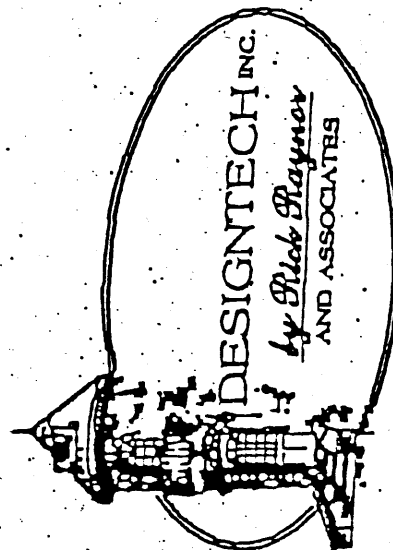


ATTACHMENT "H"

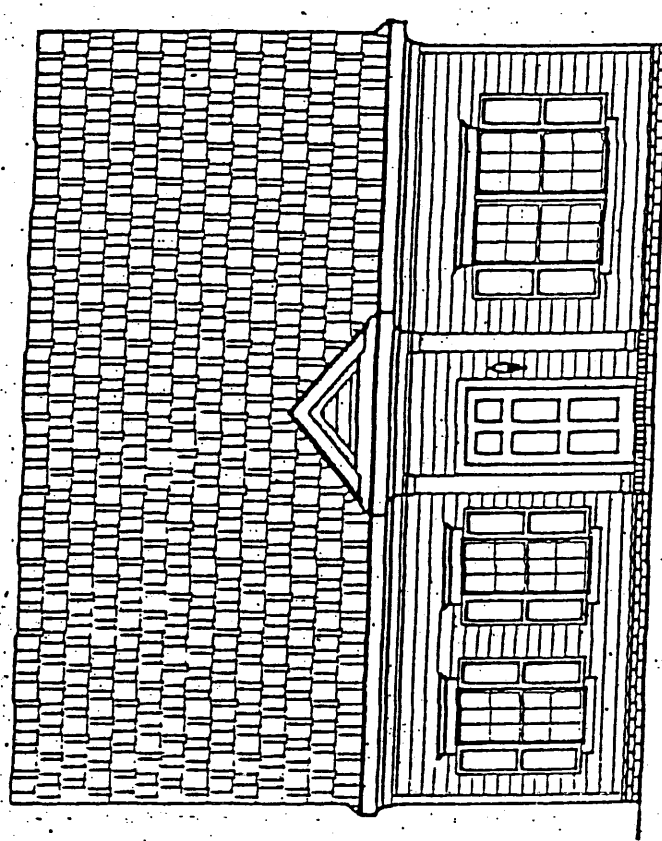


FRONT ELEVATION
SCALE: 1/4"=1'-0"

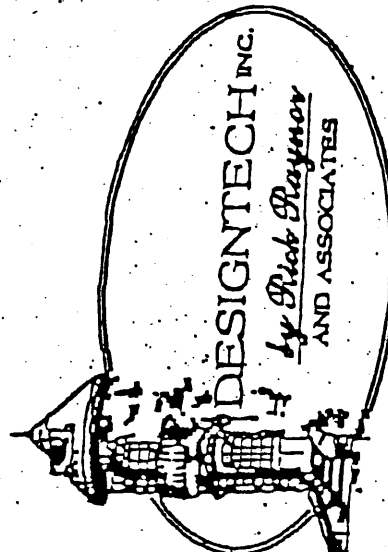


211 E. SIX FORKS RD. 1148 RALEIGH, N.C. 27803
800-207-1128 WWW.DESIGN-TECH.COM

UNIT "H"



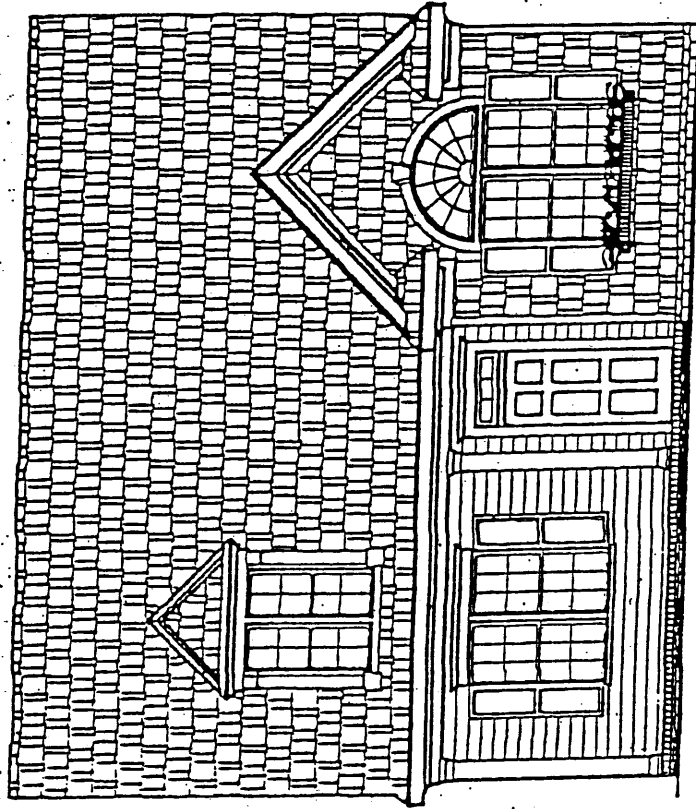
FRONT ELEVATION
SCALE: 1/4"=1'-0"



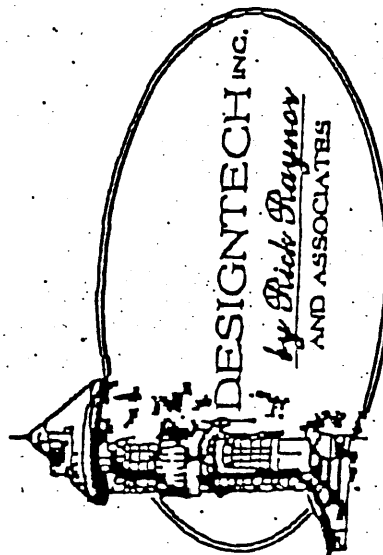
DESIGNTECH INC.
by Rick Raynor
AND ASSOCIATES

211 E. SIX FORKS RD. 1148 RALEIGH, N.C. 27609
800-207-1128 WWW.DESIGNTECH.COM

UNIT #2

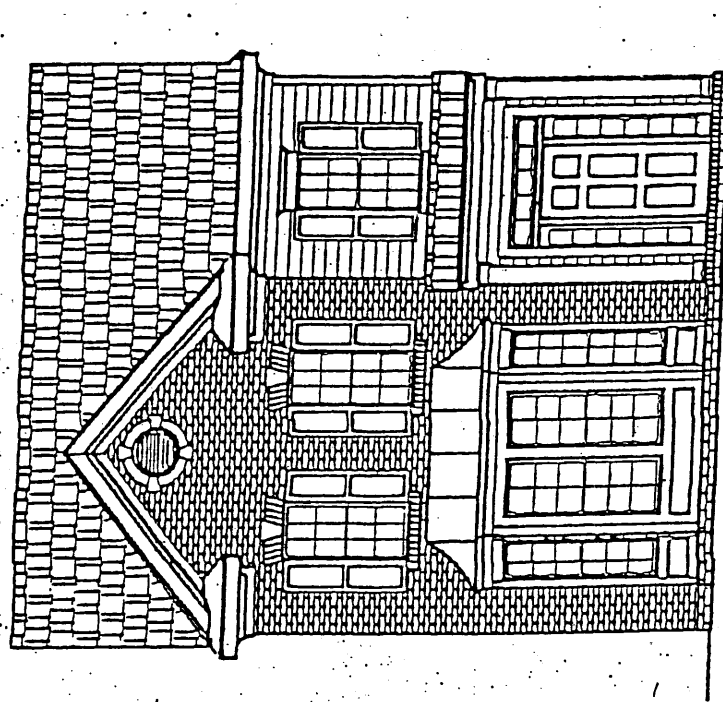


FRONT ELEVATION
SCALE 1/4"=1'-0"

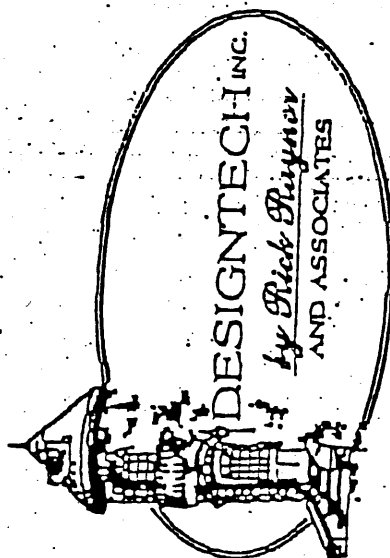


211 E. SIX FORKS RD. 114B RALEIGH, N.C. 27604
800-207-1128 WWW.DESIGN-TECH.COM

UNIT #3

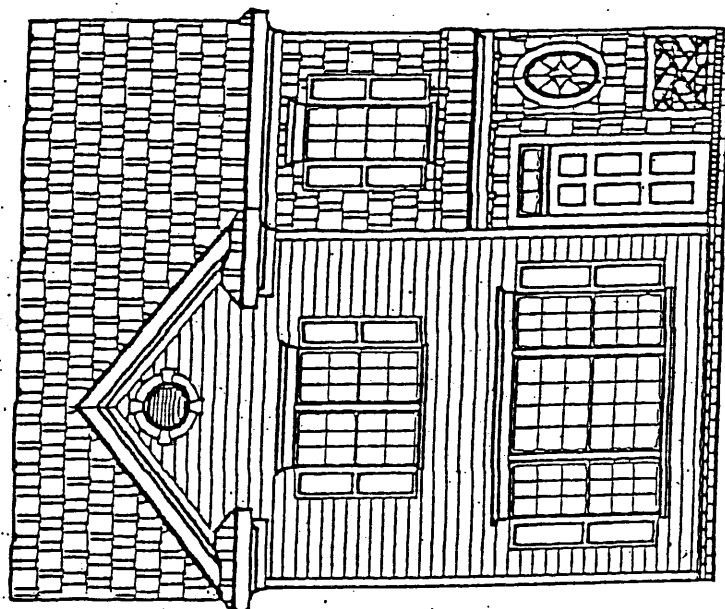


FRONT ELEVATION
SCALE: 1/4"=1'-0"

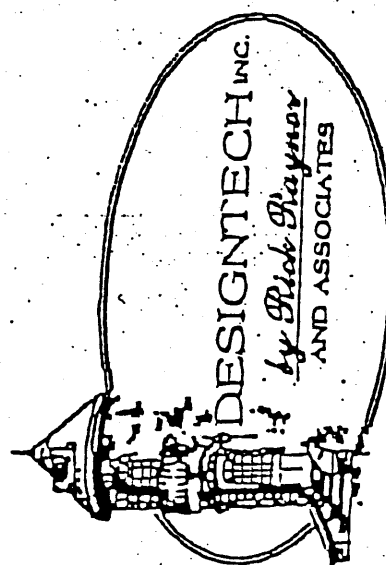


211 E. SIX FORKS RD. 1148 RALEIGH, N.C. 27609
800-207-1128 WWW.DESIGNTECH1.COM

UNIT A

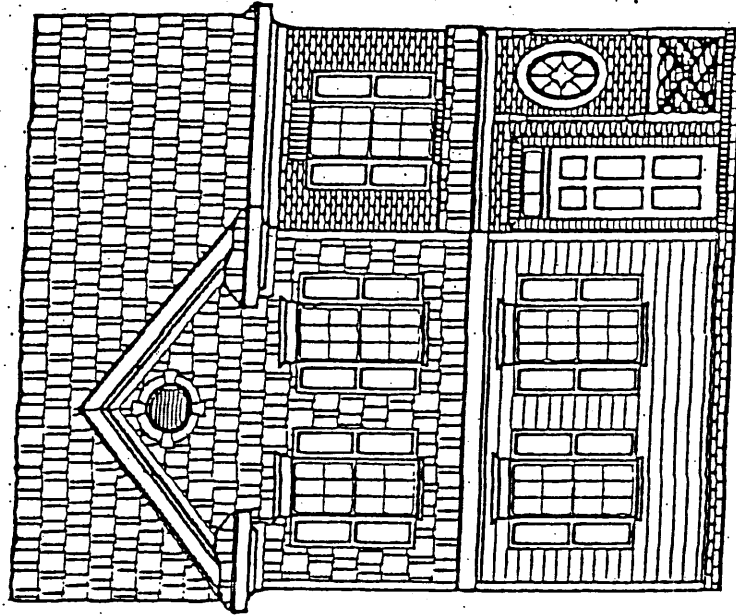


FRONT ELEVATION
SCALE: 1/4"=1'-0"

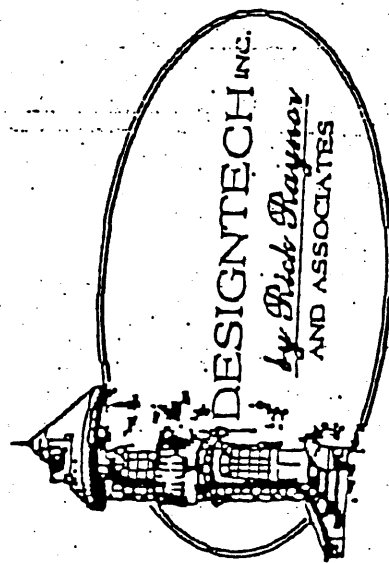


211 E. SIX FORKS RD. 114B RALEIGH, N.C. 27608
800-207-1128 WWW.DESIGN-TECH.COM

UNIT B



FRONT ELEVATION
SCALE: 1/4"=1'-0"

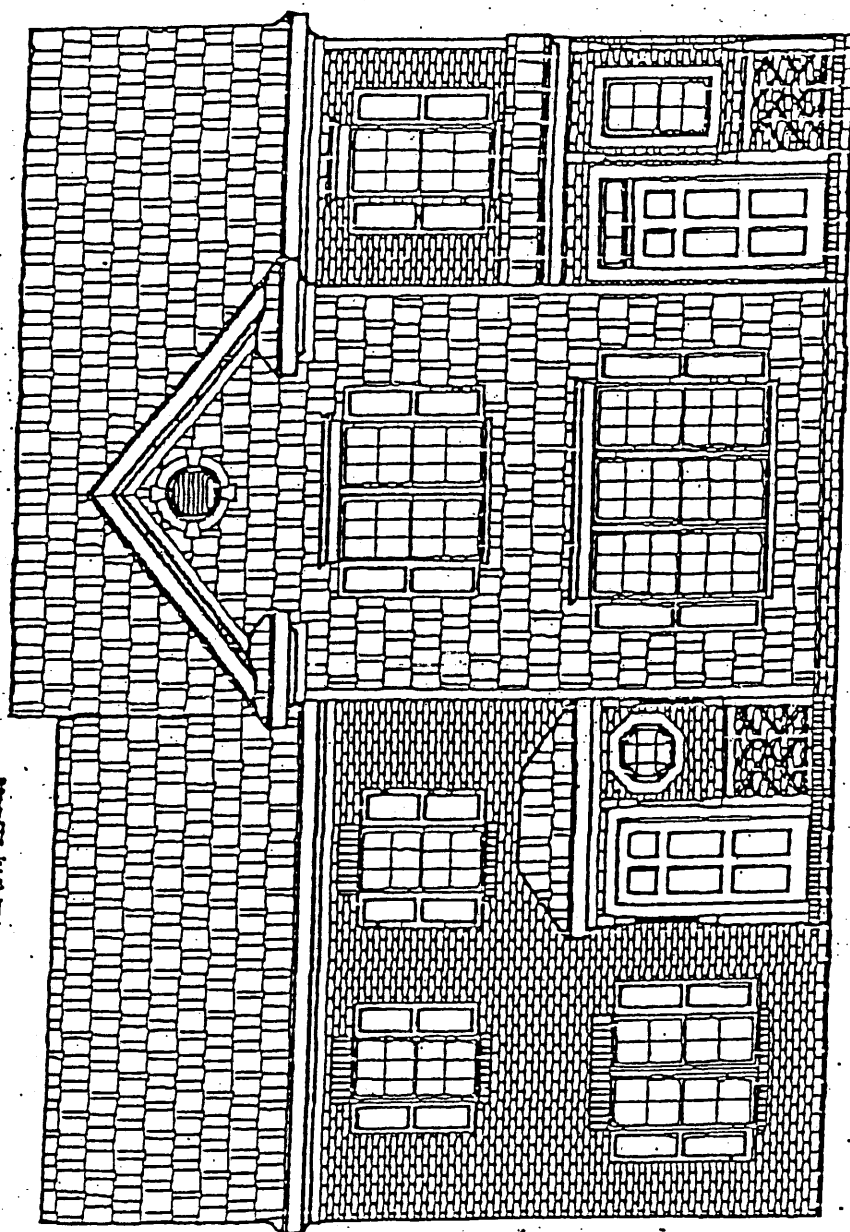


211 E. SIX FORKS RD. 114B RALEIGH, N.C. 27608
800-207-1128 WWW.DESIGN-TECH.COM

UNIT D

DesignTech
Incorporated

PRELIMINARY COPY 271 E SIX POINTS RD.
DATE: 12/28/01 UNIT 7H BLDG. 1
PROJECT: PRESTIGE LANE ELLINGTON, NC 27609
BY: BROS. WILLIAMS PHONE: (919) 833-4443
COPYRIGHT © 2001 FAX: (919) 833-4448



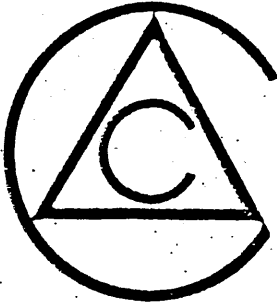
UNIT 8
17/18

ATTACHMENT I

Section 15-182.4 Residential Density Bonuses for Affordable Housing (AMENDED 05/25/99)

- (a) For purposes of this section, an affordable housing unit means a dwelling unit (i) that is offered for sale at a price that does not exceed two and a half times an amount equal to eighty percent of the annual median income level for a family of four in the Raleigh-Durham-Chapel Hill Metropolitan Statistical Area or is offered for rent at a monthly rate that does not exceed an amount equal to 12 percent of the monthly median income level for a family of four in the Raleigh-Durham-Chapel Hill Metropolitan Statistical Area, and (ii) with respect to which the developer has arranged for the affordable housing units to remain affordable as described herein for a period of not less than 100 years, commencing from the date of initial occupancy of the units, by including provisions to ensure such continued affordability in legally binding agreements (including but not limited to a ground lease, a deed restriction or other covenant) running with the unit. Such agreements shall be reviewed and approved by the Town of Carrboro prior to initial occupancy of the units. The units may not be occupied and the agreements may not be recorded or filed until such agreements are reviewed and approved by the Town of Carrboro, and (iii) that conforms to the town's recommended "Village Mixed Use and Affordable Housing Vernacular Architectural Standards." For the purposes of determining whether the subdivision requires a zoning permit, special use permit, or conditional use permit under Subsection 15-147(a), the number of units shall exclude the bonus units associated with this Section.
- (b) The maximum residential density permissible within a development whose maximum density would otherwise be determined in accordance with the provisions of subsection 15-182.3(b) shall be increased by two dwelling units for every one affordable housing unit included within the development, up to a maximum of 150% of the density otherwise allowable. To illustrate, if the maximum density of a tract would be 100 dwelling units considering only the provisions of subsection 182.3(b), a developer who chose to construct 10 affordable housing units as part of the development of that tract would be allowed to construct 10 additional dwelling units that did not satisfy the "affordability" criteria set forth in subsection (a), for a total density of 120 dwelling units. In this illustration, the maximum possible density that could be achieved would be 150 dwelling units if the developer constructed at least 25 affordable housing units.
- (c) Within any development that provides affordable housing units, the minimum area that must be set aside as open space to satisfy the requirements of Section 15-198 may be reduced by an amount equal to twice the land area consumed by all such affordable housing units, subject to a maximum reduction of 10 percent in the amount of open space otherwise required.

Town of Carrboro / Carrboro Appearance Commission / Carrboro, North Carolina 27510



MINUTES
July 15, 2002

Members Present: Chuck Morton, Wendy Wenck, and Richard Taylor

Members Absent or Excused: Doug Kopec, Ruben Hayes, Catherine Devine, and Leslie Rountree

Guest(s) present: Marianna Fiorentino (representing Twin Magnolias Condominiums), and Tom Wiltberger (prospective new member)

Staff Present: Marty Roupe, Development Review Administrator

I. Approval of June 6, 2002 Minutes.

Approval of the minutes was tabled until the next meeting, due to the lack of a quorum.

II. Courtesy Review – Architectural Elements of Twin Magnolias Condominiums Project, 107 Jones Ferry Road.

Marianna Fiorentino, the applicant's marketing representative, joined the meeting. Marty Roupe and Marianna explained the project's review to date, which led into an explanation of the request before the Commission. Marianna explained that a neighborhood information meeting was conducted last fall, and that the applicant is aware of some concerns from neighboring property owners. Attention then turned to whether the Commission was comfortable with the architectural elements of the project. Chuck Morton, the Commission's liaison to the Vernacular Architectural Committee, explained that the project could qualify under the proposed 'tier 2' architectural standards, which are currently under discussion. All members present agreed that the proposed designs not ideal; but given the piece of property with which they are working, members present felt that the proposed designs are acceptable. In coming to this conclusion, the Commission found that the proposed designs are compatible with the Village Mixed Use and Affordable Housing Vernacular Architectural Standards. Catherine DeVine submitted comments via email that essentially reiterated what the members present said about the project.

Other aspects of the project were discussed briefly. Specifically, it was suggested that the applicant should use black metal shoebox lights with straight angle heads – not tilted heads, to reduce light pollution as much as possible. Also, it was suggested that the meter boxes be placed to the rear of the units if possible. These matters will be further discussed when the project is brought to the Joint Review Boards meeting.

The Commission then drafted a recommendation statement regarding the architectural elements largely based on the written comments of Catherine DeVine. This statement will be held until the entirety of the project is reviewed at the Joint Review Boards meeting. At that time, the following statement will be included as a part of the Commission's recommendation statement for the project. The draft statement regarding architectural elements is as follows:

"The architectural elements of the Twin Magnolias Condominiums project, including the bonus units, are compatible with the Village Mixed Use and Affordable Housing Standards document. Even though the vernacular standards call for porches that span 80% of the front façade, the Appearance Commission realizes that the limited front-to-back distance for this project will not allow for such an amenity. The second-tier standards, if and when they are adopted, only require an obvious front entrance with a sheltered front door, which the Tiwn Magnolias designers have provided throughout. The affordable units appear to meet the same standards that the more expensive ones do."

III. Old/New Business.

- At Wendy Wenck's request, a sentence regarding her place of employment will be removed from the June 6, 2002 minutes prior to sending the next agenda package.
- Marty Roupe explained information received via email from Leslie Rountree regarding her ability to attend upcoming AC meetings.
- The Commission then discussed possible membership with prospective member Tom Wiltberger. Tom was invited to join; at which point he indicated he would like to do so.
- Richard Taylor mentioned that the 'Police Department' sign should be moved down so that it won't distract from the view of the fountain. Also, Richard noted that the meter base behind the fountain should be moved to a location out of plain view. Lastly, it was suggested that proposed plantings for the Century Center should be brought to the Appearance Commission for comment before planting. In all, members present suggested that all members of the Commission should take note of these suggestions, then bring comments about them to the next meeting. At that point, the Commission may decide whether to formally request that these issues be addressed.

IV. ADJOURN.

There being no further business to discuss, the Commission voted to adjourn the meeting.

MOTION WAS MADE BY WENDY WENCK AND SECONDED BY CHUCK MORTON TO
ADJOURN THE MEETING.

VOTE: ALL AFFIRMATIVES.

ATTACHMENT "K"

TOWN OF CARRBORO

NEIGHBORHOOD MEETING FORM



TO THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO:

DUE TO PROPOSED LAND DISTURBING ACTIVITY TO TAKE PLACE ON PROPERTY
LOCATED AT:

107 JONES FERRY ROAD

TO BE CALLED PENNY LANE

AND TAX MAP REFERENCED AS 7.99.A.10;

I, KARA PITTMAN, REPRESENTING TERRA NWA,

SUBMIT THIS NEIGHBORHOOD MEETING FORM TO ACKNOWLEDGE THAT:

[PLEASE CHECK THE APPROPRIATE BOX BELOW.]

☐

A MEETING WAS HELD WITH THE MEMBERS OF THE NEIGHBORHOOD ON _____.

☒

Residents, up to 1000 feet of the property, were notified of the neighborhood meeting.

☐

A MEETING WAS NOT HELD WITH THE MEMBERS OF THE NEIGHBORHOOD.

THIS NEIGHBORHOOD MEETING FORM IS RESPECTFULLY SUBMITTED TO THE TOWN
STAFF ON THIS 16 DAY OF October, 2001.

By affixing my signature, I attest to the accuracy of the submitted information.

Signature

January 21, 2002

Dear Mr. McKeal;

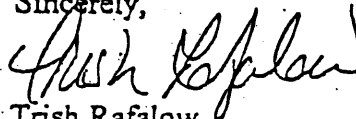
Thank you for speaking with me last week regarding the neighborhood's concerns about the proposed Penny Lane development. The following summarizes the concerns I expressed when we spoke and reflects the concerns of many in the community.

- Penny Lane, as it is proposed, is a development that is too large for the area. Its 20 units and 54 parking spaces would significantly and negatively affect adjacent neighborhoods. It will result in increased traffic and congestion at the Main Street and Jones Ferry Road intersection as people attempt to enter or exit Penny Lane.
- In addition to the increased risk of automobile accidents as traffic backs up at such a poorly designed curb cut, the increased traffic and poor ingress and egress for Penny Lane on Jones Ferry Road will present a significant danger to pedestrians and bicyclists using Jones Ferry Road. There is a great deal of foot and bicycle traffic, from children to the elderly, using the sidewalks, bicycle lanes and bus stop.
- Although there may be ways to improve traffic flow in this area, as you know, Jones Ferry is a narrow 2 lanes with no clear way to create a turn lane nor control traffic just feet from the Jones Ferry and Main signal. A proposal to make the entrance/exit a "right in, right out" would only compound the traffic issues because the visitors to and residents of the proposed Penny Lane development would use the nearest street (Laurel Street or the PTA Thrift Shop parking lot) to make a U-turn so they could return to their intended destination.

I am writing this on behalf of the people in the neighborhood who request that the proposal as currently designed be rejected because it presents a clear danger to the health and safety of the people in the neighborhood. I and others in the neighborhood would also be happy to discuss our concerns with you.

Thank you for your time and consideration.

Sincerely,



Trish Rafalow

942-5414

Gupta Pandarinath M.D. FACP

Gastroenterologist
309 Rollingwood Road
Roanoke Rapids, NC 27870
Voice: 252 537 1654
E-mail: gpandarinath@pol.net

Town of Carrboro
Zoning Division
301 West Main Street
Carrboro, NC 27510

Dear Sirs,

Sub: conditional use permit request for Twin Magnolia Condos

We are the owners of the unit 100 S. Peak Drive, Carrboro. We are very much concerned about this new development and are totally against it. There are already an excess of apartments in this area and the addition of 20 more units will drastically bring down the income and value of our property. We have not been able to rent one unit for the last four months in spite of offering incentives such as reduction in the rent, free first month's rent and so on! There are no prospective renters in the near future. We have been vigorously advertising but all we have gotten so far are the utility and other bills. We have been paying the town of Carrboro a substantial tax and hope you will do everything within your power to keep the property value from going down. These are our investments and we depend on income from these units. We live about hundred miles from the property and cannot attend the meeting.

Thank you for your consideration

Sincerely Yours


Gupta and Amara Pandarinath

Gupta Pandarinath M.D. FACP

Gastroenterologist
309 Rollingwood Road
Roanoke Rapids, NC 27870
Voice: 252 537 1654
E-mail: gpandarinath@pol.net

Town of Carrboro
Zoning Division
301 West Main Street
Carrboro, NC 27510

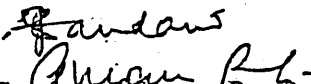
Dear Sirs,

Sub: conditional use permit request for Twin Magnolia Condos

We are the owners of the unit 100 Lantern way, Carrboro. We are very much concerned about this new development and are totally against it. There are already an excess of apartments in this area and the addition of 20 more units will drastically bring down the income and value of our property. We have not been able to rent one unit for the last four months in spite of offering incentives such as reduction in the rent, free first month's rent and so on! There are no prospective renters in the near future. We have been vigorously advertising but all we have gotten so far are the utility and other bills. We have been paying the town of Carrboro a substantial tax and hope you will do everything within your power to keep the property value from going down. These are our investments and we depend on income from these units. We live about hundred miles from the property and cannot attend the meeting.

Thank you for your consideration

Sincerely Yours


Gupta and Amara Pandarinath

ATTACHMENT "1" - 4

Gupta Pandarinath M.D. FACP

Gastroenterologist
309 Rollingwood Road
Roanoke Rapids, NC 27870
Voice: 252 537 1654
E-mail: gpandarinath@pol.net

Town of Carrboro
Zoning Division
301 West Main Street
Carrboro, NC 27510

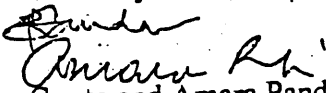
Dear Sirs,

Sub: conditional use permit request for Twin Magnolia Condos

We are the owners of the unit 102 S. Peak Drive, Carrboro. We are very much concerned about this new development and are totally against it. There are already an excess of apartments in this area and the addition of 20 more units will drastically bring down the income and value of our property. We have not been able to rent one unit for the last four months in spite of offering incentives such as reduction in the rent, free first month's rent and so on! There are no prospective renters in the near future. We have been vigorously advertising but all we have gotten so far are the utility and other bills. We have been paying the town of Carrboro a substantial tax and hope you will do everything within your power to keep the property value from going down. These are our investments and we depend on income from these units. We live about hundred miles from the property and cannot attend the meeting.

Thank you for your consideration

Sincerely Yours


Gupta and Amara Pandarinath

MOTION WAS MADE BY MARK DOROSIN AND SECONDED BY JOHN HERRERA TO CONTINUE THIS PUBLIC HEARING ON NOVEMBER 12, 2002. VOTE: AFFIRMATIVE SIX, ABSENT ONE (BROUN)

ATTACHMENT "M"

Mayor Nelson requested that the town staff address the following:

Parallel parking

Alternate site for dumpster

Sidewalk

Ask the developer to increase the screening or change the facade of the building

Carr Street/Greensboro Street/Roberson Street intersections

PUBLIC HEARING/CONDITIONAL USE PERMIT REQUEST: TWIN MAGNOLIAS CONDOMINIUMS

Williams Construction Company, Inc. has submitted an application for a Conditional Use Permit (CUP) to allow a combination use (Use 27.000), consisting of a single-family dwelling (Use 1.111) and two-family dwelling apartment buildings (Use 1.241) at 107 Jones Ferry Road. The request consists of a condominium project including eleven (11) two-family apartment buildings (22) dwelling units and an existing single-family residence, which will remain. The project would be located at 107 Jones Ferry Road and would be named 'Twin Magnolias Condominiums.' The Board of Aldermen must hold a public hearing to receive input before reaching a decision on a conditional use permit application. The Administration recommended that the Board review, deliberate, and make a decision regarding the conditional use permit application.

Marty Roupe, the town's Development Review Administrator, was sworn in. He presented the staff report.

Dazzie Lane, a resident of 209 Laurel Avenue Extension, was sworn in. She stated that the residents had previously asked the developer to reduce the number of units, but in fact they increased the number. The affordable housing is located next to the dumpster and recycling area. She also expressed concern that this development will increase traffic in the area and the fact that children will have to cross Jones Ferry Road to access the Town Commons play area.

Tammy Jacobs, a resident of Laurel Avenue, was sworn in. She stated concern about traffic in this area due to this development, stated concern about the play area across the street, and also expressed concern about the size of this project.

John Jacobs, a resident of Laurel Avenue, was sworn in. He expressed concern about the congestion already at this intersection, expressed concern about the location of the dumpster, requested that the number of units be reduced and that the affordable units be relocated.

Mayor Nelson requested that no parking signs be erected at the south end of Laurel Avenue.

Delores Clark, a resident of 109 Jones Ferry Road, was sworn in. She expressed concern about the traffic congestion currently existing in this area. She also expressed concern about children having to cross Jones Ferry Road to access the playground. She also expressed concern about the location of the dumpster and the construction traffic.

Laurie Clark was sworn in. She expressed concern about traffic, and requested a traffic analysis be done. She also expressed concern about pollution caused by additional traffic.

Marianna Fiorentino, the developer, was sworn in. She explained the reason for developing the proposed development and addressed concerns raised by residents.

arker Sniffen, the developer's architect, was sworn in. He addressed some of the residents' concerns.

Dale McKeel, the town's Transportation Planner, was sworn in. He answered questions concerning accidents at the Laurel/Jones Ferry Road intersection.

Bob Kerschner was sworn in. He asked what is considered affordable housing.

MOTION WAS MADE BY ALEX ZAFFRON AND SECONDED BY MARK DOROSIN TO CONTINUE THE PUBLIC HEARING. ON NOVEMBER 12. VOTE: AFFIRMATIVE SIX, ABSENT ONE (BROWN)

The Board requested the following:

- Feasibility of using roll out carts and the tradeoffs for using roll-out carts versus using a dumpster
- Explore the co-location of an entrance with the PTA Thrift Shop
- That the transportation planner comment on turning movements and traffic counts.

A REPORT ON THE PROPOSED AGENDA FOR THE NOVEMBER 17TH PLANNING RETREAT

The Retreat Planning Committee has developed a proposed agenda for the November 17, 2002 Planning Retreat. The Committee requested that the Board approve the proposed agenda.

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman Jacquelyn Gist.

A RESOLUTION APPROVING THE NOVEMBER 17, 2002 PLANNING RETREAT AGENDA Resolution No. 44/2002-03

WHEREAS, The Mayor and Carrboro Board of Aldermen hold an annual planning retreat to determine the direction in which they plan to lead the Town; and

WHEREAS, the Board appointed Aldermen Herrera, McDuffee, and Zaffron to the Retreat Planning Committee; and

WHEREAS, the Committee has met with the retreat facilitator, Peg Carlson, and town staff to develop an agenda.

NOW THEREFORE BE IT RESOLVED that the Mayor and the Board of Aldermen hereby approve the November 17, 2002 Planning Retreat Agenda.

The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 22nd day of October, 2002:

Ayes: Mark Dorosin, Jacquelyn Gist, John Herrera, Diana McDuffee, Michael Nelson, Alex Zaffron

Noes: None



TOWN OF CARRBORO
PUBLIC WORKS DEPARTMENT

To: Robert W. Morgan, *Town Manager* *MCP*
 From: M. Chris Peterson, *Director of Public Works*
 Date: October 22, 2002
 Cc: Sarah Williamson, *Town Clerk*; Marty Roupe, *Development Review Administrator*;
 Chris Clark, *Solid Waste Supervisor*
 Re: Twin Magnolias Condominiums/ Solid Waste Collection

The Board of Aldermen at their 10-15-02 Board Meeting discussed the proposed Twin Magnolias Condominiums Project. One of the areas discussed was the requirement by Public Works that this development's refuse collection be served by a dumpster. It is my understanding that the question was raised regarding the feasibility of using rollout refuse carts versus a dumpster.

The main cost difference for the Town to serve this development with the rollout refuse carts instead of the refuse dumpster will be approximately twelve more minutes of our Refuse Side-loader truck operator's collection time to collect the refuse from the 21 rollout carts that would be needed. The cost in time between the two types of refuse collection systems that the Town provides will be negligible for this small development.

The residents of each unit will be responsible for purchasing a rollout cart at the current cost of \$42.00. Each resident will also be responsible for placing their rollout cart at curbside for collection by the Town's refuse truck on the scheduled collection day. Residents will also be expected to place their rollout cart behind the front building line of their building on all other days not scheduled for collection.

Another question raised was whether or not this proposed development can share the refuse dumpster owned by the PTA Thrift Shop. I will leave that question for the Twin Magnolias Group and the PTA Thrift Shop to discuss. Historically speaking, the PTA Thrift Shop Group have worked very hard to stop the illegal dumping that has occurred for many years in their dumpster. They placed a chain at the entrance of their parking lot several years ago in hopes of stopping the access to their dumpster when they are not open for business. This has helped the situation as long as someone remembered to put the chain up at the time of closing. I believe as I stated above, that this is a question that the Twin Magnolias Group will need to direct to the PTA Thrift Shop Group.

Public Works will allow this development to use the rollout refuse cart system in lieu of the refuse dumpster system, if that is their desire.



The Summit at Meadowlands
1000 Corporate Drive, Suite 101
Hillsborough, NC 27278
919.732.3883 phone
919.732.6676 fax
www.searbrown.com

In response to the Aldermen's request that we investigate alternative traffic patterns, trash disposal and recreational equipment, we have investigated the following options:

An entrance to Twin Magnolias via the PTA Thrift shop

I contacted Buffie Webber, the executive director of the Thrift Shop, concerning a method of routing traffic to our development through the Thrift Shop parking lot. She was aware that this was an attempt to control traffic with the existing signal. On October 30th she gave me a tour of the site and showed me preliminary sketches of their future expansion plans. Ms. Webber was very reluctant to provide continuous access past the rear of her building, as it would hinder her use of the area for processing donations. This area is also being considered for a future building expansion.

We considered building an 18' lane in the building setback, where it would not interfere with the building, but this would eliminate all parking behind the store and was unacceptable.

It also became apparent that any connection would be difficult, as the existing parking lot is lower than the proposed road.

Dumpster Sharing:

I also spoke to Ms. Webber about a possible Dumpster sharing arrangement. She has relocated her dumpsters to a position more accessible to Town trucks and now has a total of four trash and one recycle dumpsters. She indicated that she would consider a shared lease, but was concerned about the distance from the Twin Magnolia Units. She also could not guarantee available capacity.

The Thrift Shop also locks their dumpsters at night.

At the neighborhood informational meeting, comments were made that the proposed location of the dumpster was too close to Dazzie Lane's property line. Subsequently, we moved it to the middle of our property. Following the public hearing, Ms. Lane stated that her only remaining opposition to the dumpster was its proximity to the affordable unit.

Roll-out Trash Containers:

Individual trash containers are not appropriate for this development. The only location available for them during pickup is within the vehicle travel lane. Also, the building designs do not provide a place to store containers during the week.

It will cost public works more time to pickup 22 roll-out containers than to tip a single dumpster, and the intrusion created by the refuse truck is shorter in duration with a dumpster. If these dumpsters are not provided, the paved turnaround area will still be required.

Roll-out Trash Containers (continued):

Dumpsters are considered appropriate refuse containers for both residential development and downtown areas, and the developer is willing to fund their installation and screening.

Recreation Amenities for Children:

The applicant will propose a 6' x 12' swingset at 72 sq. ft. The calculation shown will be $72 \text{ sq. ft.} \times .176 = 12.67 \text{ pts.}$ (5.3% of total required). If this feature does not match the definition of Open Space, then 72 sq. ft. will be removed from the Open Space calculation.

The proposed gazebo will be 29.7' in diameter for 695 sq. ft. $\times .326 \text{ pts./sq. ft.} = 226.57 \text{ pts.}$ (94.7% of total required)


Traffic Safety:

Potential risk to vehicles and pedestrians has been evaluated by NCDOT, the Town's Transportation Staff and a Sear Brown traffic engineer, all experienced with the issues involved. No reviewing agencies recommended or required any further study or changes.

We have submitted a Transportation Impact Statement to Dale McKeel that calculated the expected vehicle trips per day, addressed emergency access, pedestrian access, connectivity, sight distances and public transportation. We made several changes to the entrance in response to his comments, all believed to increase safety. Public works also assisted us with redesigns.

The Assistant District Engineer at the Graham office of DOT has issued a Driveway Permit for the proposed entrance.

Our traffic engineer reviewed the Transportation Impact Statement, Site Plan and a vicinity map. She believed that the volume of traffic generated by this proposed development will not create a notable increase or effect on the adjacent roadway system.


Parker Sniffen, PLS

NOVEMBER 6, 2002



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DATE: November 4, 2002

TO: Mayor and Board of Aldermen

FROM: Dale McKeel, Transportation Planner

RE: Turning Movements and Traffic Counts for the Proposed Twin Magnolias Condominiums

On October 22, 2002, the Board of Aldermen held a public hearing on a Conditional Use Permit application for Twin Magnolias Condominiums. The Board requested additional information on turning movements and traffic counts for the proposed project. The following comments are related to the transportation issues for this project:

- Transportation Impact Statement. The Transportation Impact Statement (attached) for the project estimates that the project will generate an additional 160 new vehicle trips per day (the house on the site currently generates 16 trips per day). During both the morning and afternoon peak hours, it is estimated that there will be 16 additional trips into and out of the property (on average one trip every three minutes, forty-five seconds).
- Traffic Volumes on Jones Ferry Road. Jones Ferry Road in the vicinity of the project is approximately 36 feet wide with two travel lanes, bike lanes on both sides, and a sidewalk on one side. A recent count of traffic on Jones Ferry Road recorded 8906 vehicles per day in the vicinity of the proposed development. Other two lane roads with bike lanes in Carrboro carry up to 14,000 vehicles per day.
- Access Through PTA Thrift Store Lot. Town staff has looked at the feasibility of accessing the Twin Magnolias site through the PTA lot. While this proposal initially seemed promising, there are several impediments. For instance, the PTA site would lose required parking spaces, access to loading area would be limited, and there is a grade change between the properties.
- Traffic Backups. During the morning and afternoon rush hours, vehicles stopped at the Main-Jones Ferry signal sometimes back up past the proposed driveway entrance to the project. This could cause delays for vehicles entering and exiting the proposed development. In addition, there is an existing bus stop in front of the PTA Thrift Shop. Stopped buses will not block the driveway, but could result in queued vehicles that would block the driveway.

- Left Turn Lane. If problems develop in the future with turning movements at the Twin Magnolias driveway, there is enough room to add a left turn lane on Jones Ferry. However, this would have to be coordinated with NCDOT and would require that the existing bike lanes be removed. Other options would be to modify the driveway to allow only right-in and right-out turns, or a concrete median could be constructed in Jones Ferry Road to prevent left turns into the property.
- Driveway Closure. While the project will create a new driveway on Jones Ferry, an existing driveway on the west side of the house will be closed.
- Driveway Design. Town planning and public works staff worked with the applicant to modify the design of the driveway. These changes sought to balance the need to accommodate solid waste vehicles while seeking to reduce the speed of vehicles entering and exiting the development and providing an accessible sidewalk crossing.

Please let me know if there are questions or if additional information is needed.

Transportation Impact Statement
Penny Lane Subdivision/Project 1738201
May 9, 2002

1. Trip generation: The expected vehicular traffic impact of the construction of the Penny Lane Condominiums development (under multi-family residential use) shall be an additional 160 trips per day according to the following formula:

Existing: $(8.0 \text{ trips per day per unit}) \times (2 \text{ existing units}) = 16 \text{ trips per day}$

Proposed new total: $(8.0 \text{ trips per day per unit}) \times (23 \text{ units}) = 184 \text{ total trips per day}$

2. Internal improvements: The internal vehicular accommodation areas are sized and surfaced to meet Town of Carboro road standards. The lanes are comparable to DOT public highway standards for width and paving, and the aisles and parking are comparable to high volume office and retail lots. Radii on intersection and island curbs are similarly dimensioned. The branch turnaround is designed to Town standards for emergency and public works vehicles.

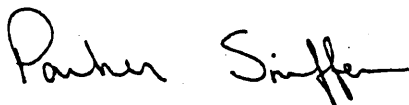
Restricting height of vegetation, signs or other improvements to 24" tall will protect sight distances at intersection of the driveway and Jones Ferry Road. Face of curb radii at intersection is 15' on the East side and 20' on the West side to ease ingress and egress of larger vehicles. A Town-approved stop sign is proposed for the intersection.

External improvements: The existing driveway at the Northwest corner of the property shall be abandoned so that the net number of entrances onto Jones Ferry Road will remain unchanged.

3. Pedestrian access: The driveway entrance has been designed to continue pedestrian access past the development without a change in the existing sidewalk grade. The horizontal offset of this path is less than 5', and concrete will be used for the crosswalk to provide a continuity of materials. (No crosswalk striping is proposed). New 5' concrete or brick sidewalk will run the length of the vehicle accommodation area.

Connectivity between existing walking or biking trails will be facilitated by dedicating the entirety of the existing 30' OWASA sewer across the south end of the property to the public for pedestrian use. The proposed sewer easement lies within the private Open Space and will serve as pedestrian access for the residents.

4. A bus stop serving route "J" exists within 50' of this site (on Jones Ferry Road, in front of the PTA Thrift Shop).



Parker Sniffen, PLS
Sear-Brown Group
(919) 732-3883

SUMMARY SHEET OF STAFF AND ADVISORY BOARD RECOMMENDATIONS

CONDITIONAL USE PERMIT— OLD FARMER'S MARKET OFFICE BUILDING

Recommended by	Recommendations
1. Staff, EAB, PB, and AC	That a detail drawing for the proposed brick sidewalk be included on the construction plans;
2. Staff, EAB, PB, and AC	That the construction plans must show the waterline connecting to a main line other than the cogeneration line in the Jones Ferry Road right-of-way;
3. Staff, EAB, PB, and AC	That a 'certificate of occupancy' for the bonus 'market-rate' unit may not be issued until such time as the two affordable units (unit 18 and unit 22) are constructed and offered for sale or rent for an amount consistent with the language found in Section 15-182.4 of the Town of Carrboro Land Use Ordinance, nor until arrangements have been made to assure the continued affordability of the two affordable units, again consistent with the language found in Section 15-182.4 of the Town of Carrboro Land Use Ordinance;
4. Staff, EAB, PB, and AC	That Homeowner's Association documents be reviewed and approved by the Town Attorney prior to construction plan approval;
5. PB	That the number of parking spaces provided on site be reduced to no more than the number required by the ordinance, i.e. - 46 spaces;
6. TAB	That all parking spaces over the minimum required be a semi-pervious surface (such as turfstone used on the current Farmer's Market site adjacent to Town Hall);
7. TAB	That a traffic impact study be prepared for the project;
8. TAB	That the number of bike racks in the project be doubled;
9. AC	That the Commission finds that the architectural elements of the Twin Magnolias Condominiums project, including the bonus units, are compatible with the Village Mixed Use and Affordable Housing Standards document. Even though the vernacular standards call for porches that span 80% of the front façade, the Appearance Commission realizes that the limited front-to-back distance for this project will not allow for such an amenity. The second-tier standards, if and when they are adopted, only require an obvious front entrance with a sheltered front door, which the Twin Magnolias designers have provided throughout. The affordable units appear to meet the same standards that the more expensive ones do;
10. AC	That the developer extend the fence along the western property line to approximately the southern property line of the adjacent property at 207 Laurel Avenue;
11. EAB	That the Board of Aldermen request that a condition be added that the developer plant a new, replacement black walnut tree if the existing specimen black walnut tree cannot be saved.



PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

RECOMMENDATION

OCTOBER 17, 2002

CONDITIONAL USE PERMIT: TWIN MAGNOLIAS CONDOMINIUMS

MOTION WAS MADE BY STAN BABISS AND SECONDED BY SUSAN POULTON THAT THE PLANNING BOARD RECOMMENDS THAT THE BOARD OF ALDERMEN APPROVE THE CONDITIONAL USE PERMIT TO ALLOW THE TWIN MAGNOLIAS CONDOMINIUM DEVELOPMENT ON PROPERTY LISTED AS 7.99.A, LOTS 10 AND 10A, SUBJECT TO THE FOLLOWING:

1. THAT A DETAIL DRAWING FOR THE PROPOSED BIRCK SIDEWALK BE INCLUDED ON THE CONSTRUCTION PLANS; AND
2. THAT THE CONSTRUCTION PLANS MUST SHOW THE WATERLINE CONNECTING TO A MAIN LINE OTHER THAN THE COGENERATION LINE IN THE JONES FERRY ROAD RIGHT-OF-WAY; AND
3. THAT A 'CERTIFICATE OF OCCUPANCY' FOR THE BONUS 'MARKET-RATE' UNIT MAY NOT BE ISSUED UNTIL SUCH TIME AS THE TWO AFFORDABLE UNITS (UNIT 18 AND UNIT 22) ARE CONSTRUCTED AND OFFERED FOR SALE OR RENT FOR AN AMOUNT CONSISTENT WITH THE LANGUAGE FOUND IN SECTION 15-182.4; AND
4. THAT THE NUMBER OF PARKING SPACES PROVIDED ON SITE BE REDUCED TO NO MORE THAN THE NUMBER REQUIRED BY THE ORDINANCE, I.E. 46 SPACES.

VOTE: AYES (3) (Babiss, Carnahan, Poulton); NOES (3); (Ludwig, Marshall, West)
ABSENT/EXCUSED (4) (Hammill, Haven-O'Donnell, Hogan, Searing)

Adam Searing, Chair

(date)

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

October 17, 2002

SUBJECT: Conditional Use Permit for the Twin Magnolias Condominiums

Motion # 1: The Transportation Advisory Board (TAB) recommends that all parking spaces over the minimum required be a semi-pervious surface (such as the turfstone used on the current Farmer's Market site adjacent to Town Hall).

Moved: Andreas Hay; Second: Elizabeth Shay; VOTE: Ayes (Debby Freed, Andreas Hay, Ellen Perry, Elizabeth Shay, Ginny Wolpin); Noes (None); Abstain (Dazzie Lane).

Motion # 2: The Transportation Advisory Board (TAB) recommends to the Board of Aldermen that a traffic impact study be prepared for the project.

Moved: Ginny Wolpin; Second: Andreas Hay; VOTE: Ayes (Debby Freed, Andreas Hay, Ellen Perry, Elizabeth Shay, Ginny Wolpin); Noes (None); Abstain (Dazzie Lane).

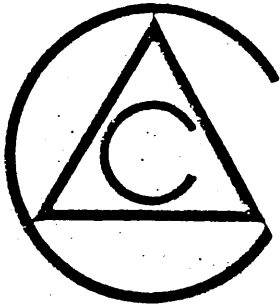
Motion # 3: The Transportation Advisory Board (TAB) recommends that the number of bike racks in the project be doubled.

Moved: Elizabeth Shay; Second: Andreas Hay; VOTE: Ayes (Debby Freed, Andreas Hay, Ellen Perry, Elizabeth Shay, Ginny Wolpin); Noes (None); Abstain (Dazzie Lane).

Ellen Perry
TAB Vice-Chair

10 / 18 / 02
DATE

Town of Carrboro / Carrboro Appearance Commission / Carrboro, North Carolina 27510



THURSDAY, OCTOBER 17, 2002

TWIN MAGNOLIAS CONDOMINIUMS CONDITIONAL USE PERMIT

Via the Committee as a Whole, the Appearance Commission Advisory Board recommended approval of the project with staff's recommendations, subject to the following finding and additional recommendation:

- 1) That the Commission finds that the architectural elements of the Twin Magnolias Condominiums project, including the bonus units, are compatible with the Village Mixed Use and Affordable Housing Standards document. Even though the vernacular standards call for porches that span 80% of the front façade, the Appearance Commission realizes that the limited front-to-back distance for this project will not allow for such an amenity. The second-tier standards, if and when they are adopted, only require an obvious front entrance with a sheltered front door, which the Twin Magnolias designers have provided throughout. The affordable units appear to meet the same standards that the more expensive ones do; and
- 2) That the developer extend the fence along the western property line to approximately the southern property line of the adjacent property at 207 Laurel Avenue.

VOTING:

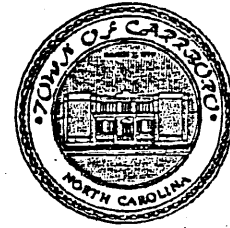
AYES: 3 (Wendy Wenck, Richard Taylor, and Tom Wiltberger)

NOES: 0

Mary Papp (for chair)
Appearance Commission Chair

10-18-2
Date

TOWN OF CARRBORO
ENVIRONMENTAL ADVISORY BOARD



Meeting on October 17, 2002
at the Carrboro Town Hall
Carrboro, North Carolina

RECOMMENDATION

Twin Magnolias - CUP

Motion was made by Merrillie Brown, and seconded by Rickie White, that the Environmental Advisory Board recommends that the Board of Aldermen approve the request for the Conditional Use Permit to allow the development of the Twin Magnolias Condominiums project as proposed, to be located at 107 Jones Ferry Road, subject to the following conditions:

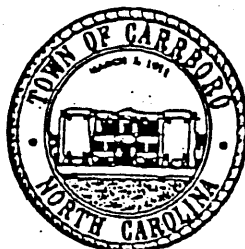
1. Adherence to conditions recommended in the staff report.
2. Request that condition be added that developer plant a new, replacement black walnut tree if the existing specimen black walnut tree cannot be saved.

VOTE: AYES (3) (Brown, Gore, White); NOES (0); ABSENT/EXCUSED (3) (Burwell, Gallagher, Mathews).

Glynis M. Gore, Chair

(date)

TOWN OF CARRBORO



CONDITIONAL OR SPECIAL 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 Development Review 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.

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:
