

CLAREMONT SUBDIVISION "AIS"
CONDITIONAL USE PERMIT

TOWN OF CARRISBO ORANGE COUNTY, NC



**PHILIP
POST
&
ASSOCIATES**

**ENGINEERS
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STAFF REPORT

TO: Board of Aldermen

DATE: November 22nd, 2005

PROJECT: Claremont AIS

APPLICANT
And OWNERS: Parker Louis, LLC
Chapel Hill, NC

PURPOSE: To acquire a Conditional Use Permit allowing a major subdivision of the property located at 1018 Homestead Road.

EXISTING ZONING: R-20

TAX MAP NUMBER: 7.109..16

LOCATION: 1018 Homestead Road

TRACT SIZE: 27.6 acres (1,202,997 sf)

EXISTING LAND USE: vacant

PROPOSED LAND USE: 26.100, Major subdivision consisting of the following uses:
1.111, single family detached
1.231, duplex

SURROUNDING
LAND USES: North: VMU Conditional Use District, Winmore Subdivision (approved but not yet built).
South: R-20, Vacant/ single-family residential
West: R-20, single-family residential
East: R-20, single-family residential

ZONING HISTORY: R-20 since 1988

ANALYSIS

Background, Concept Plan Development

Background

Parker Louis, LLC, as represented by Phil Post and Associates has submitted an application for construction of a 66 lot, 79 dwelling unit subdivision located at 1018 Homestead Road (Attachment C). The Conditional Use Permit, if approved, would allow the creation of 13 duplex lots (26 units total) and 53 single-family-detached lots with associated infrastructure, including publicly dedicated streets. The subject property is zoned R-20, Residential, contains 27.6 acres (1,202,997 sf) and is listed on the Orange County Tax Map as number 7.109..16.

Concept Plan Development

Before formal plans were submitted, the applicant prepared a concept plan as required by Section 15-50 of the LUO. The conceptual design process requires the designer to consider primary and secondary constraints on the site prior to locating structures or lots. The existing site is undeveloped with open fields, hardwoods and pines. It slopes to the east with an elevation drop of over 60 feet, where it meets with Bolin Creek which meanders along the eastern property line.

During concept plan review, staff requested the design be modified to: 1) continue the development pattern of the Winmore Village Mixed Use Project; 2) better preserve the scenic road vista and; 3) better preserve the two natural drainage channels that flow to Bolin Creek. After several reviews, the applicant revised the lot layout to better accommodate existing drainage patterns but declined substantial revision with regards to the scenic vista and the Winmore development pattern.

When the applicant felt their design viable, they provided staff with the required, written narrative addressing the fourteen (14) design objectives of Section 15-50 (Attachment D). The applicant's narrative is attached (Attachment E). The finalized concept plan can be found on sheets C-11 and C-12 of Attachment A.

Density, Affordable Housing, Size-restricted Units

Density, Affordable Housing

The overall permissible density on the site is calculated using the adjusted gross density provisions of Section 15-182.3 Of the LUO. This method reduces the amount of total density permitted based upon the amount of certain site features such as steep slopes, rock formations, and utility easements. In the case of Claremont this adjustment reduced the gross area used in the density calculation by 100,634 sf, yielding a permissible density of 55 units.

Using the Residential Density Bonus provisions of Section 15-182.4, the applicant is permitted to build up to 150 % of the base density for the zoning district. Utilizing this provision, the maximum permissible density is 82 units. Of all the bonus units provided, at least one-half of them must remain affordable per the provisions of Section 15-182.4.

Claremont is taking advantage of the Residential Density Bonus in order to build an additional 12 market-rate units, to do this they need to provide at least 12 affordable units. Claremont is providing 12 affordable units, 15% of the total proposed density. All of the affordable units are located in duplexes.

Section 15-182.4 requires that the applicant provide assurance that the affordable units will remain affordable per the provisions of the ordinance. For this reason we require the applicant to identify and define the terms by which this agreement will be honored. To meet the requirements of the LUO a condition must be placed on the permit specifying that the *continued* affordability of the units (lots 52, 53, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69) must be specified in the Homeowner's Association documents. These documents must be approved by the Town Attorney prior to construction plan approval, as represented by the following condition:

- The continued affordability of the units (lots 52, 53, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69) must be specified in the Homeowner's Association documents per the provisions of Section 15-182.4 of the Land Use Ordinance. These documents must be approved by the Town Attorney prior to construction plan approval.

Further, a condition must be placed on the permit stating that a 'certificate of occupancy' for the 12 bonus 'market-rate' units may not be issued until such time as the 12 affordable units (lots 52, 53, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69) 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 as represented by the following condition:

- Certificates of Occupancy for each of the twelve (12) bonus 'market-rate' units may not be issued until such time as the corresponding affordable unit (lots 52, 53, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69) is 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.

Size-Restricted Units

Per Section 15-188, every residential subdivision containing more than twenty-one units shall be developed so that 15% of the dwelling units (du's) contain not more than 1100 sf and 10% of the du's are not larger than 1350 sf. However because this project provides a number of affordable housing units that exceeds 85% of the maximum available through the density bonus, it is exempt from these regulations (Section 188(j)).

Town staff realizes that the lot designations for affordable units are subject to change. In such an instance, the applicant will need to submit the proposed changes to the Zoning Division for review. Should the changes be minor and should the lot designations maintain compliance with the ordinance, staff will authorize such changes via an insignificant deviation.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to density, affordable housing density bonus and size-restricted units, subject to the conditions mentioned above.

Connectivity, Streets, Traffic Calming

Connectivity

In guiding Carrboro's growth, Town policy supports the development of an interconnected matrix of public streets. Section 15-214 of the Land Use Ordinance (LUO) requires new subdivisions to tie into anticipated streets outside the development, thereby providing "connectivity" to the Town's public road system. To this end, Claremont has extended the three anticipated, Winmore public road stub-outs along the northern property line (Attachment A).

Winmore's, Camella Street, Lucas Lane and Jewell Drive are extended through Claremont, forming a road matrix that ultimately converges at Claremont Drive, a short segment of Collector street that is the subdivision's only Homestead Road entrance. Lucas Lane is extended to stub-out at the western property line thereby providing connectivity options for the undeveloped tract to the west.

Streets

All proposed streets are built according to the public street standards of Article XIV of the LUO. Each public street is shown with curb and gutter, sidewalks (on at least one side of the street), the correct pavement and R/W width. Dual bike lanes are required only on Claremont Drive which is the project's only Collector Street.

Note, that in plan view, the drawings fail to show bike lane striping on the Claremont Drive (though it is shown in the street-section detail). Because of this, the following condition is recommended:

- That prior to construction plan approval, bike lane striping is shown on Claremont's collector street.

Also note that the plans indicate that roll-type curb may be used on a portion of Lucas Lane and Orlando Place. Section 15-216 (c) of the LUO states that standard 90 degree curb should be used, except that roll-type curb may be authorized by the permit issuing authority. Though Town staff generally prefers the 90 degree curb, the following condition may be placed on the permit:

- That prior to allowing the use of roll-type curb in the subdivision, written authorization from the Town of Carrboro Public Works Director is required.

Private alleys are a small component of the circulation plan. There is located behind the duplex lots in the northwest quadrant of the site, a private two-way alley with an 18' pavement width, while the lots along the northern property line potentially will utilize the private 12' Winmore alleys, though they are designed not to rely upon them.

Traffic Calming

The new street extensions are designed to calm and dissipate through-traffic from Winmore. Two traffic-calming chicanes can be found along Camella Street. Lucas Lane slows vehicles by transitioning pavement widths as it enters Claremont from Winmore.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to connectivity, streets and traffic calming. However, Staff recommends that the conditions outlined above be attached to the CUP.

Traffic Analysis, Pedestrian/Bicycle Facilities, Parking

Traffic Analysis

The 2003 NCDOT traffic survey states that Homestead Road has an average of 7000 vehicle trips per day near this site. The Traffic Impact Statement (TIS) prepared by Philip Post and Associates estimates that the Claremont project will create approximately 764 trips per day (Attachment F). Note that this estimate, prepared in October 2004, is based on a development with 80 dwelling units; the proposed development now has 79 dwelling units.

The TIS also estimates the AM and PM peak-hour trips at three intersections (Homestead/High School, Homestead/Old NC 86, and the driveway into the project). The TIS states that a change in the level of service is not anticipated due to project traffic at the Homestead/High School and Homestead/Old NC 86 intersections, and notes that NCDOT is making improvements to the Homestead-High School intersection (including turn lanes and a traffic signal).

NCDOT has reviewed the Claremont site plan and projections. In order to mitigate the anticipated traffic impacts, the developer is required to construct an exclusive left turn lane and an exclusive right turn lane at the project entrance on Homestead Road. NCDOT and Town staff reviewed the feasibility of a second project entrance off Homestead Road and determined that there was not adequate sight distance for a second entrance.

Furthermore, in anticipation of future improvements to Homestead Road, the plans show an Offer of Dedication, of five (5) feet of road frontage. In addition, another 15' is shown within a R/W *reservation*.

The applicant has not yet received a driveway permit from NCDOT. Because of this, the following condition is recommended:

- That the applicant must obtain a driveway permit from NCDOT prior to construction plan approval;

Pedestrian/Bicycle Facilities

All of Claremont's streets, except for Orlando Place, and a portion of Lucas Lane, have 5' wide sidewalks on both sides of the street (the aforementioned streets have sidewalks only on one side). Claremont's sidewalk system seamlessly extends Winmore's sidewalk stub-

outs all the way to Homestead Road. Accessibility ramps and striped crosswalks are provided at all street crossings.

Along Homestead Road, a proposed 5' concrete sidewalk meanders throughout the Homestead Road Protective Buffer (see the Landscape section for description). Since this sidewalk is located *out* of the public R/W, the applicant proposes that it run within a 15' public access easement, which will confer maintenance responsibilities of the sidewalk to the Claremont Homeowner's Association while allowing its use by the general public.

At some point in the future, the Town may be willing to accept the Homestead Road sidewalk and the proposed greenway trail in an Offer of Dedication. Note that until the offer is formally accepted by the Town, maintenance of the sidewalk is the responsibility of the Claremont HOA. Further, until the Town accepts these dedications, public easements shown on the plans will also be recorded allowing their use by the general public. Because of these considerations staff recommends the following condition:

- That, on the final plat, the applicant makes Offers of Dedication for the Homestead Road sidewalk, and, the Greenway Trail, (with their associated public pedestrian and bicycle easements) to the Town.

This sidewalk is continuous along the frontage except for where it crosses the Mildred Nash property. It tees into the proposed public greenway connection to the east and terminates at Homestead Road to the west. As depicted, the sidewalk complies with the provisions in the LUO pertaining to sidewalks.

However, because of the sidewalk's disconnect at the Nash property, staff is recommending the following:

- That the Board of Aldermen discuss with the applicant the disconnect of the proposed Homestead Road sidewalk alignment in front of the Mildred Nash property.

The proposed public greenway alignment, required per Section 15-196(e), is seamlessly connected to the greenway stub-out at Jewel Drive in Winmore. From there it runs adjacent to the R/W for about 120 feet whereupon it diverges into the common open space, well removed from the floodplain, roughly paralleling Bolin Creek. It then proceeds to the south where it terminates on-site at its intersection with the floodplain boundary line. The greenway was terminated before its tie-in at the bridge on Bolin Creek primarily to avoid directing cyclist into an unsafe trail-end at the bottom of a hill. The Town's Comprehensive Recreation and Parks Master Plan shows a future connection that further extends Claremont's greenway link to the south.

The project's greenway trail detail shows an 8' pavement width with two 3' shoulders. Per AASHTO guidelines, NCDOT guidelines, and the Carrboro Recreation and Parks Comprehensive Master Plan, the recommended minimum width of *multi-use* trails should be a minimum of 10 feet with 2' shoulders. Because of this, staff is recommending the following condition:

- That the greenway trail as proposed for Claremont have a minimum pavement width of 10 feet (with 2' shoulders) consistent with the standards of AASHTO, NCDOT and the Town's Recreation and Park's Comprehensive Master Plan.

The applicant has agreed to this change as referenced in item one (1) of their memo (Attachment L).

Parking

Per section 15-291 of the LUO, single family and duplex units must provide parking on their respective lots sufficient to accommodate two cars. The applicant has met this requirement by providing a detail of the respective driveways for the different unit types (Attachment A, Sheet C-8).

Note that the single family homes in the plans present to public hearing feature parking pads 20' deep and 16' wide. The applicant would like to revise the depth to 19'. The staff has no objection to the revision since the depth of a standard parking space by ordinance is 19'.

Note that the block of duplexes to the northwest will have parking behind the buildings accessible by the private two-way alley. This is not the case for units along the northern property line that back on to Winmore's private alley. These units will provide parking in the front.

Furthermore, the garages for single-family homes *cannot* be counted toward the two-car parking requirement. For duplexes, however, this restriction does not apply which allows the applicant to provide some of the duplexes with only one outdoor and one garage parking space (Section 15-291).

The parking associated with the private swim club facility provides 19 standard parking spaces (one of which is van accessible) and a bicycle rack for five bicycles.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to connectivity traffic analysis, pedestrian/bicycle facilities and parking, subject to the inclusion of the aforementioned condition regarding the 10-foot wide greenway trail. Without this condition, the Board may choose to not consider the plans to be in compliance with an adopted plan [per 15-54(c)(4)(d)].

Additionally, staff recommends that the Board of Aldermen further discuss the possibility of building a sidewalk in the public right-of-way across the Nash property, as outlined above.

Tree Protection, Street Trees, Landscape Plans, Homestead Road Buffer, Screening and Shading

Tree Protection

The applicant has shown on the plans are 93 “large” trees, of mixed species, which include Sweet Gum, Poplars, Oak and Sycamore, none of these are considered rare. Several hundred smaller diameter trees are distributed throughout the site as well. Large trees as defined by the LUO have a diameter of 18 inches or greater and are to be retained whenever possible (15-316). Due to the nature of the development only 57 of these trees will be protected and the remaining 36 will be removed. Tree protection fencing has been provided at the clearing limits for those trees specifically retained. The areas defined by the blocks of lots will also have tree protection fence installed protecting trees on the future private lots during road construction. However, the actual construction of the homes will require additional tree removal. A tree removal justification letter has been provided (Attachment G)

Street Trees

Section 15-315 of the LUO provides guidelines for the planting and retention of trees adjacent-to and within street R/W's where an offer of dedication has been made to the Town. The landscape plan proposes these trees be laid out primarily within the R/W (Attachment A, Sheet C-6). However, because existing trees may be preserved during the construction process staff recommends that the proposed layout be considered only as a possible scheme and that the street tree requirement be revised as needed so that it may be field adjusted as conditions warrant. Additionally, the Town's policy is to require that 1/3rd of all such trees be evergreen. While the proposed berm plantings are primarily evergreen, the street tree plantings are all deciduous. For these reasons, the following condition is recommended:

- That flexibility be allowed in the execution of the street tree planting plan (subject to the approval of public works and the planning department), such that the combination of existing and proposed trees along all publicly dedicated streets in Claremont meet the street tree requirements of Section 15-315 of the Land Use Ordinance and that the final arrangement is such that 1/3rd of the street trees retained and/or proposed for this purpose are evergreen.

Landscape Plans

The landscape plan proposes 110 trees, 28 small trees, and 184 shrubs. The deciduous trees are distributed along the proposed roads are distributed adjacent to parking areas and while the evergreen trees, the small trees, and the shrubs are to be found planted in the landscape berm that screen several lots from Homestead Road. None of the plant species proposed is on the Town's List of Invasive Plant Species (Appendix E-17).

Note that the detail for the wet detention ponds with settling forebays shows “marsh plantings” however, these plantings are not detailed on the planting plan. Because of this the following condition is recommended:

- That a fully detailed planting plan be required as needed for the proposed stormwater management devices prior to construction plan approval.

Homestead Road Buffer and Screening

Section 15-312 requires that developments adjacent to Homestead Road (and others) to preserve an undisturbed Protective Buffer that is a minimum of 50' in width and an average of 100' in width. Further this Section requires that a Type A screen be provided on the development side of this buffer in places where the existing vegetation is insufficient.

A Type A screen is opaque from the ground to a height of six (6) feet with intermittent visual obstructions from the opaque portion to a height of at least twenty (20) feet. The attached plans show a landscaped berm satisfying this requirement however, during Joint Review of Claremont the applicant agreed to remove the berm per the recommendations of the Environmental Advisory Board and the Appearance Commission (Attachment K). The Type A screen must now be satisfied by plantings only.

- That the proposed berm be removed from the plans and replaced with mixed plantings of trees and shrubs that have proven wildlife value and that fulfill the Type A buffer requirement.

Shade Trees in Parking Areas

Section 15-317(b) of the LUO requires that parking lots provide shading over at least 20% of the vehicle accommodation area. The small, nineteen-car parking lot proposes 11 deciduous trees surrounding the perimeter thereby exceeding this requirement by 10%. Further, the two planting islands included in this parking lot exceed the 200 square foot minimum planting area as required by 15-317(c).

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to tree protection, street trees, landscaping, screening, and shading, subject to the inclusion of the aforementioned conditions regarding locating the berm outside of the 50-foot minimum Homestead Road buffer and to the provision of a detail drawing for the berm showing full compliance with Section 15-149(c)(5), as outlined in the recommended conditions above.

Drainage, Grading, Erosion Control and Phasing

Drainage

Section 15-263 of the LUO establishes stormwater management criteria that must be met for any project requiring a CUP. In particular the applicant must meet stormwater runoff standards with respect to water quality and quantity and must demonstrate that the project will not cause upstream or downstream damages to other properties. In addition, the applicant must submit a "Truth in Drainage" statement (Attachment H). The Town Engineer has reviewed the drainage design for the proposed project and has determined that the design meets the requirements of the Land Use Ordinance with respect to drainage (Attachment I).

The Claremont property drains into Bolin Creek. Excess stormwater generated by the new impervious surfaces (roads, sidewalks, roofs, etc) is to be collected by a configuration of catch basins and yard inlets. These conveyances direct the water into one of three wet detention basins, aligned in series, along the property's central drainageway. Per the LUO, these basins are designed to accommodate a 25 year storm event (minimum) and have vertical outlet pipes that allow at least three feet of water to accumulate prior to water entering the outlet. Two *settling forebays*, are components of this system, supplementing water quality treatment by allowing large particles to settle prior to reaching the main detention area (Attachment A, Sheet C-4A). Furthermore, the applicant has designed the stormwater system to ensure that all impacted areas drain directly into a stormwater treatment facility. In doing so, the applicant ensures that the objectives of Section 15-268(a) of the LUO are met by treating the water prior to it exiting the site.

The Town's requires sediment to be removed from stormwater runoff prior to its leaving the site. Carrboro's policy is the removal of 85% (minimum) of Total Suspended Solids (TSS) for new stormwater management systems. The Claremont stormwater system is designed to fulfill this requirement. In short, 85% of the TSS will be removed from the water prior to its being released into Bolin Creek. Periodic maintenance is required to preserve the effectiveness of such systems.

In addition, relative to the Town satisfying state requirements pertaining to the National Pollutant Discharge Elimination System (NPDES) Phase II permit, the following conditions are required on the permit:

- That the applicant shall provide to the Zoning Division, prior to the recordation of the final plat for the project or before the release of a bond if some features are not yet in place at the time of the recording of the final plat, Mylar and digital as-builts for the stormwater features of the project. Digital as-builts shall be in DXF format and shall include a base map of the whole project and all separate plan sheets. As-built DXF files shall include all layers or tables containing storm drainage features. Storm drainage features will be clearly delineated in a data table. The data will be tied to horizontal controls.
- That the developer shall include detailed stormwater system maintenance plan, specifying responsible entity and schedule. The plan shall include scheduled maintenance activities for each unit in the development, (including cisterns, bioretention areas, swales, check dams, and irrigation pond), performance evaluation protocol, and frequency of self-reporting requirements (including a proposed self-reporting form) on maintenance and performance. The plan and supporting documentation shall be submitted to Town engineer and Environmental Planner for approval prior to construction plan approval. Upon approval, the plans shall be included in the homeowners' association documentation.

Grading

Installation of Claremont's road and stormwater systems require a substantial amount of clearing and grading. Section 15-261 of the LUO, requires that to the extent practicable, all developments shall conform to the natural contours of the land and natural

drainageways shall remain undisturbed. However, when a highly constrained site is seeking maximum density it is often impossible to avoid some disturbance of the drainages.

Stream Buffers

Per the LUO and the adopted “Stream Buffers of the Northern Transition Area” map, two major Protective Stream Buffers are located on the Claremont site. One, a slope based buffer, protects Bolin Creek, and the other, a sixty foot (total width) buffer, protects a tributary to Bolin Creek.

The tributary buffer will be disturbed in order to locate stormwater management facilities. Section 15-268(f) allows such limited disturbance in the case of storm drainage related improvements and necessary road crossings. However, staff notes that the vegetation in these areas will be substantially removed. Further thought as to mitigating unsightly views of the treatment ponds may be warranted.

The slope buffer adjacent to Bolin creek, per Section 15-269, is variable, based on a simple formula that increases the width of the buffer for steeper slopes. As such, the buffer width from the Bolin Creek stream centerline for Claremont varies from 210 to 300 feet. For the purpose of installing the greenway, minimal disturbance will take place at the edge of the buffer.

Erosion Control

Substantial site disturbance increases the importance of the Erosion Control plan. Also considering the compact design, the grading plan must be competently executed during construction in order for the stormwater system to function properly. Claremont is proposing a simple system of sediment basins and silt fences to manage erosion during construction. The Erosion Control Plan has been reviewed and approved by Orange County Erosion Control.

Phasing

The project is to be phased. Phase one will include 52 dwelling units, the tie-in to the Jewel Drive stub-out, the swim club complex, the majority of the roadways and sidewalks, most of the greenway and most of the stormwater system. Phase two includes 27 dwelling units, final tie-ins to Camella Street and Lucas Lane stub-outs, and the majority of the proposed Jewel Drive extension. Phase 3 is reserved for a parking addition (if needed) and a sidewalk extension related to the swim club.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to Drainage, Grading and Erosion Control and Phasing.

Utilities, Fire Safety, Lighting and Refuse Collection

Utilities

Sewer service will tie into a proposed sewer main via manhole stubbed-out at the Winmore end of Jewel Drive. From here sewer lines run throughout the development,

primarily within the street R/W. However, due to design considerations, a line will run behind lots 24 -33, within a 30' OWASA sewer easement. The proposed sewer line stubs-out with Lucas Lane at the western property line to serve future development.

The waterline runs throughout the development, exclusively within the street R/W. It taps into the existing 12" line in the Homestead Road R/W, runs along every street and terminates at the Winmore road stub-outs. The line is looped, connecting to both Winmore and Homestead Road waterlines.

The water and sewer plans have been reviewed by OWASA and meet with their general satisfaction. These plans will be reviewed further by OWASA during construction plan review.

Regarding electric, gas, telephone and cable television utilities, the applicant has submitted letters by the respective providers indicating that they can serve the development. Per Section 15-246 of the LUO, the plans specify that all electric, gas, telephone, and cable television lines are to be located underground in accordance with the specifications and policies of the respective utility companies. The Public Works Department prefers to receive written confirmation from the electrical utility prior to construction plan approval. Because of this, staff recommends the following condition.

- That the developer provide a written statement from the electrical utility stating that electric service can be provided to all locations shown on the construction plans prior to the approval of the construction plans;

Fire Safety

Six fire hydrants are proposed to serve the development. They are located within the public R/W and are spaced such that every building will be no more than 500 feet from a hydrant (Section 15-249). The plans have been reviewed by the Town Fire Marshall and meet with his general approval. Until Winmore is developed, there will only be one access point to the subdivision, Claremont Drive.

Fire flow calculations and building-sprinkler design (as required) must be submitted and approved by the Town Engineer and Fire Department prior to construction plan approval. A condition to this effect shall be entered onto the permit.

- That fire flow calculations and building-sprinkler design (as required) must be submitted and approved by the Town Engineer and Town Fire Department prior to construction plan approval.

Lighting

Section 15-242 requires adequate lighting of buildings and facilities to assure public safety. Section 15-243 requires all such lighting, excluding public street R/W lighting, to be controlled in height and intensity. Fixtures are to be no more than 15' in height and the illumination level must not exceed .2 footcandles at the property line.

The proposed lighting plan for the project includes fifteen (15) new street lights spaced evenly throughout the development; these fixtures are not regulated by Section 15-243. Instead, they fall under existing Town policy pertaining to public R/W's. The swim club building and parking lot however, are not well lit. Further, it is not specified what kind of light fixtures are proposed. Because of these things, the following conditions are recommended:

- All light fixtures (public or private) are cut-off, thereby reducing glare to surrounding properties and limiting upward light trespass.
- That prior to construction plan approval, site lighting, sufficient to meet the requirements of Sections 15-242 and 15-243 of the LUO, be provided in the vicinity of the swim club parking lot and grounds.

Refuse Collection

Trash collection and recycling services will utilize roll-out containers. Waste management during construction will require the applicant obtain an Orange County Solid Waste Permit which requires that construction materials be segregated for recycling. Orange County is responsible for enforcement of the permits.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to utilities, fire safety, lighting, and refuse collection, subject to the inclusion of the aforementioned conditions regarding additional lighting near the swim club parking lot and grounds [per Section 15-242(a)], as outlined in the recommended conditions above.

Open Space, Recreation

Open Space

Per the provisions of 15-198, every residential development is required to set aside at least 40% of the total area of the development in permanent open space. If the project is providing affordable housing, Section 15-182.4(c) allows the developer to make reductions in the open space requirement equal to twice the land area consumed by the affordable units, up to a maximum reduction of 10%. Because Claremont provides almost 46% open space, it does not need to use this reduction.

Note that during the concept plan phase of the project, primary and secondary conservation areas as defined by 15-198 are identified and prioritized for protection prior to the locating of the building envelope. For this reason, the Bolin Creek, its FEMA regulated flood plain and its surrounding steep slopes provide the largest area of contiguous open space for the proposal. Other smaller open space areas are interspersed throughout the development. The large amount of primary conservation area on the site necessitates locating some of it on private lots, because of this; staff recommends the following condition on the permit:

- That on the final plat, all primary conservation areas located on private lots will be reserved as non-buildable areas.

Recreation

The proposed mix of single family and duplex homes combine to require 814 recreation points, per Section 15-196 of the LUO. The applicant exceeds this requirement by providing a swimming pool/patio/clubhouse facility, a play structure, a detached swing set, a publicly dedicated greenway connection, and 42,101 sf play field area [as required by Section 15-198(d)]. As required per 15-196-f, 5% of the amenities must be suitable for children under the age of 12; the applicant exceeds this requirement with the provision of a swing set and play structure.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to Open Space and Recreation.

Miscellaneous

Joint Review Summary Recommendations

The Town's advisory boards met at a Joint Review Session on November 3rd, 2005. Attached are the summary recommendations from this meeting (Attachment K). The attached memo from the applicant details five items which they are willing to revise on the plans so as to satisfy staff and advisory board recommendations and conditions (Attachment L).

Vernacular Architectural Standards

Per the requirements of Section 15-177, Architectural Standards for Major Subdivision, the applicant has addressed the recommended standards by providing to the Town both a design narrative and some representative building elevations of both the single family houses and the duplexes (Attachment A, Sheet C-8). The narrative notes that the elevations include some, but not all of the recommendations of Section 15-177. Refer to the letter for further clarification (Attachment J).

The Appearance Commission has reviewed the building elevations for the proposed affordable housing units with respect to Section 15-177 of the LUO and finds them in compliance with the Vernacular Architectural Standards (Attachment M).

Voluntary Annexation

The Town typically requests that a Voluntary Annexation Petition be submitted prior to Final Plat Approval. Because of this the following condition is recommended:

- That the applicant submit a Voluntary Annexation Petition prior to final plat approval.

CAPS

Per Article IV, Part 4 of the LUO, the applicant must receive the required Certificate(s) of Adequacy of Public School Facilities (CAPS) from the Chapel Hill Carrboro City Schools District prior to construction plan approval. Because of this the following condition is recommended:

- That the applicant receive(s) CAPs from the Chapel Hill Carrboro City Schools District pursuant to Article IV, Part 4 of the Land Use Ordinance, prior to construction plan approval.

The applicant conducted a Neighborhood Information Meeting on October 27, 2004 at the Homestead Community Center.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to Architectural Standards.

STAFF RECOMMENDATION:

Town staff recommends that the Board first complete the attached conditional use permit worksheet (Attachment N). Upon completing the worksheet, staff recommends that the Board consider the Conditional Use Permit for construction of the Claremont AIS, subject to the conditions below.

1. The continued affordability of the units (lots 52, 53, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69) must be specified in the Homeowner's Association documents per the provisions of Section 15-182.4 of the Land Use Ordinance. These documents must be approved by the Town Attorney prior to construction plan approval.
2. Certificates of Occupancy for each of the twelve (12) bonus 'market-rate' units may not be issued until such time as the corresponding affordable unit (lots 52, 53, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69) is 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.
3. That prior to construction plan approval, bike lane striping is shown on Claremont's collector street.
4. That prior to allowing the use of roll-type curb in the subdivision, written authorization from the Town of Carrboro Public Works Director is required.
5. That the applicant must obtain a driveway permit from NCDOT prior to construction plan approval;
6. That, on the final plat, the applicant makes Offers of Dedication for the Homestead Road sidewalk, and, the Greenway Trail, (with their associated public pedestrian and bicycle easements) to the Town.
7. That the greenway trail as proposed for Claremont have a minimum pavement width of 10 feet consistent with the standards of AASHTO, NCDOT and the Town's Recreation and Park's Comprehensive Master Plan.
8. That flexibility be allowed in the execution of the street tree planting plan (subject to the approval of public works and the planning department), such that the combination of existing and proposed trees along all publicly dedicated streets in Claremont meet the street tree requirements of Section 15-315 of the Land Use Ordinance and that the final arrangement is such that 1/3rd of the street trees retained and/or proposed for this purpose are evergreen.
9. That a fully detailed planting plan be required as needed for the proposed stormwater management devices prior to construction plan approval.

10. That the proposed berm be removed from the plans and replaced with mixed plantings of trees and shrubs that have proven wildlife value and that fulfill the Type A buffer requirement.
11. That the applicant shall provide to the Zoning Division, prior to the recordation of the final plat for the project or before the release of a bond if some features are not yet in place at the time of the recording of the final plat, Mylar and digital as-builts for the stormwater features of the project. Digital as-builts shall be in DXF format and shall include a base map of the whole project and all separate plan sheets. As-built DXF files shall include all layers or tables containing storm drainage features. Storm drainage features will be clearly delineated in a data table. The data will be tied to horizontal controls.
12. That the developer shall include detailed stormwater system maintenance plan, specifying responsible entity and schedule. The plan shall include scheduled maintenance activities for each unit in the development, (including cisterns, bioretention areas, swales, check dams, and irrigation pond), performance evaluation protocol, and frequency of self-reporting requirements (including a proposed self-reporting form) on maintenance and performance. The plan and supporting documentation shall be submitted to Town engineer and Environmental Planner for approval prior to construction plan approval. Upon approval, the plans shall be included in the homeowners' association documentation.
13. That the developer provide a written statement from the electrical utility stating that electric service can be provided to all locations shown on the construction plans prior to the approval of the construction plans;
14. That fire flow calculations and building-sprinkler design (as required) must be submitted and approved by the Town Engineer and Town Fire Department prior to construction plan approval.
15. All light fixtures (public or private) are cut-off, thereby reducing glare to surrounding properties and limiting upward light trespass.
16. That prior to construction plan approval, site lighting, sufficient to meet the requirements of Sections 15-242 and 15-243 of the LUO, be provided in the vicinity of the swim club parking lot and grounds.
17. That on the final plat, all primary conservation areas located on private lots will be reserved as non-buildable areas.
18. That the applicant submit a Voluntary Annexation Petition prior to final plat approval.
19. That the applicant receive(s) CAPs from the Chapel Hill Carrboro City Schools District pursuant to Article IV, Part 4 of the Land Use Ordinance, prior to construction plan approval.

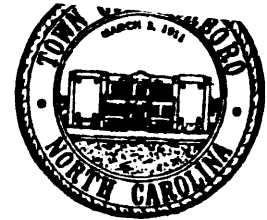
Since the missing segment of the proposed sidewalk in front of the Mildred Nash property creates a missing link in the Homestead Road sidewalk, the following discussion is warranted by the Board. Staff does not believe that the Town can *require* this improvement be a condition of the permit.

- That the Board of Aldermen discuss with the applicant the disconnect of the proposed Homestead Road sidewalk alignment in front of the Mildred Nash property.

TOWN OF CARRBORO

LAND USE PERMIT APPLICATION

ATTACHMENT "C"



DATE: October 14, 2004

FEE: CUP RES = 1000 + 84(30) = \$3,520.00

APPLICANT: <u>Parker Lewis LLC</u>	OWNER: <u>CURTIS PRESTON & VERA HOGAN</u>
ADDRESS: <u>180 Providence Rd.</u>	ADDRESS: <u>1001 HOMESTEAD ROAD</u>
CITY STATE ZIP: <u>Chapel Hill NC 27514</u>	CITY/STATE/ZIP: <u>CHAPEL HILL, NC 27516</u>
TELEPHONE/FAX: PHONE: <u>443-0044</u> FAX: <u>443-7151</u>	TELEPHONE/FAX: PHONE: _____ FAX: _____
LEGAL RELATIONSHIP OF APPLICANT TO PROPERTY OWNER: <u>Buyer / seller</u>	TAX MAP(S), BLOCK(S), LOT(S): <u>7.109 ... 16</u>
PROPERTY ADDRESS: <u>NORTH SIDE HOMESTEAD RD. PIN# 9779-47-165</u>	PROPOSED LAND USE & USE CLASSIFICATION: <u>SINGLE FAMILY & DUBLEX RES: 1.111 AND 1.231</u>
PRESENT LAND USE & USE CLASSIFICATION: <u>WOODLAND AND 1.112</u>	LOT AREA: <u>27.617 Acres 1,202,997</u> Square Feet
ZONING DISTRICT(S) AND AREA WITHIN EACH (including Overlay Districts): <u>R20 1,202,997 sq</u>	
# OF BUILDINGS TO REMAIN: <u>NONE</u>	GROSS FLOOR AREA: <u>NONE</u> square feet
# OF BUILDINGS PROPOSED: <u>80 Residential Lots & Clubhouse</u>	GROSS FLOOR AREA (of proposed building or proposed addition): <u>N/A</u> square feet

NAME OF PROJECT/DEVELOPMENT: _____

TYPE OF REQUEST	**INFORMATION REQUESTED (Refer to Attached Key)
SUBDIV. FINAL PLAT	1, 18, 19, 21, 23, 31, 33, 34, 36
<input checked="" type="checkbox"/> CONDITIONAL USE PERMIT (CUP)	1, 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 34, 35, 36
CUP MODIFICATION	SAME AS CONDITIONAL USE PERMIT (CUP)
SPECIAL USE PERMIT (SUP)	1, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 34, 35, 36
SUP MODIFICATION	SAME AS SPECIAL USE PERMIT (SUP)
ZONING PERMIT (Project)	1, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 29, 30, 32, 34, 35, 36
ZONING PERMIT (Building) <i>Residential Infill & Additions</i>	9, 10, 22, 24, 34, 36 (also see "Building Permit Review - Residences Only" checklist)
SIGN PERMIT	1, 10, 13, 14, 17, 20, 36
VARIANCE	4, 5, 10, 20, 29, 34, 36 Attachment A
APPEAL	4, 5, 36, Attachment B
SPECIAL EXCEPTION	1, 4, 5, 8, 10, 20, 35, Attachment C

APPLICANT: [Signature] for Parker Lewis, LLC

DATE: 10-14-2004

OWNER: [Signature]

DATE: 7-31-04

Section 15-50 (g)

(g) The conceptual preliminary plan shall demonstrate that the proposed development will satisfy the following objectives, as more particularly described in the remaining provisions of this chapter:

- (1) Protects and preserves all floodplains, wetlands, and steep slopes from clearing, grading, filling, or construction (except as may be approved by the Town for essential infrastructure or active or passive recreation amenities).
- (2) Preserves and maintains mature woodlands, existing fields, pastures, meadows, and orchards, and creates sufficient buffer areas to minimize conflicts between residential and agricultural uses. For example, locating houselots and driveways within wooded areas is generally recommended, with two exceptions. The first involves significant wildlife habitat or mature woodlands which raise an equal or greater preservation concern, as described in #5 and #8 below. The second involves predominantly agricultural areas, where remnant tree groups provide the only natural areas for wildlife habitat.
- (3) If development must be located on open fields or pastures because of greater constraints in all other parts of the site, dwellings should be sited on the least prime agricultural soils, or in locations at the far edge of a field, as seen from existing public roads. Other considerations include whether the development will be visually buffered from existing public roads, such as by a planting screen consisting of a variety of indigenous native trees, shrubs and wildflowers (specifications for which should be based upon a close examination of the distribution and frequency of those species, found in a typical nearby roadside verge or hedgerow).
- (4) Maintains or creates an upland buffer of natural native species vegetation of at least 100 feet in depth adjacent to wetlands and surface waters, including creeks, streams, springs, lakes and ponds.
- (5) Designs around existing hedgerows and treelines between fields or meadows. Minimizes impacts on large woodlands (greater than five acres), especially those containing many mature trees or a significant wildlife habitat, or those not degraded by invasive vines. Also, woodlands of any size on highly erodible soils with slopes greater than 10 percent should be avoided. However, woodlands in poor condition with limited management potential can provide suitable location for residential development. When any woodland is developed, great care shall be taken to design all disturbed areas (for buildings, roads, yards, septic disposal field, etc) in locations where there are no large trees or obvious wildlife areas, to the fullest extent that is practicable.
- (6) Leaves scenic views and vistas unblocked or uninterrupted, particularly as seen from public roadways. (For example, in open agrarian landscapes, a deep, "no-build, no-plant" buffer is recommended along the public roadway where those views or vistas are prominent or locally significant. In wooded areas where the sense of enclosure is a feature that should be maintained, a deep "no-build, no-cut" buffer should be respected, to preserve existing vegetation.
- (7) Avoids siting new construction on prominent hilltops or ridges, by taking advantage of lower topographic features.
- (8) Protects wildlife habitat areas of special species listed as endangered, threatened, or of special concern by the state or federal government.
- (9) Designs around and preserves sites of historic, archaeological, or cultural value, and their environs, insofar as needed to safeguard the character of the feature, including

stone walls, spring houses, barn foundations, cellar holes, earthworks, burial grounds, etc.

- (10) Protects rural roadside character and improves public safety and vehicular carrying capacity by avoiding development fronting onto existing public roads. Establishes buffer zones along the scenic corridor of rural roads with historic buildings, stone walls, hedgerows, etc.
- (11) Landscapes common areas (such as community greens), and both sides of new streets with native specie shade trees and flowering shrubs with high wildlife conservation value.
- (12) Provides active recreational areas in suitable locations offering convenient access by residents, and adequately screened from nearby houseslots.
- (13) Includes a pedestrian circulation system designed to assure that pedestrians can walk safely and easily on the site, between properties and activities or special features within the neighborhood open space system. All roadside footpaths should connect with off-road trails, which in turn should link with potential open space on adjoining undeveloped parcels (or with existing open space on adjoining developed parcels, where applicable).
- (14) Provides open space that is reasonably contiguous, and whose configuration is in accordance with the guidelines contained in the Design and Management Handbook for Preservation Areas, produced by the Natural Lands Trust. For example, fragmentation of open space should be minimized so that these resource areas are not divided into numerous small parcels located in various parts of the development. To the greatest extent practicable, this land shall be designed as a single block with logical, straightforward boundaries. Long thin strips of conservation land shall be avoided, unless the conservation feature is linear or unless such configuration is necessary to connect with other streams or trails. The open space shall generally abut existing or potential open space land on adjacent parcels, and shall be designed as part of larger, contiguous, and integrated greenway systems, as per the policies in the Open Space and Recreation section of the Town's Ordinance.

January 14, 2004

Design Narrative

Preston Springs Subdivision

1. Synopsis of the Project

Preston Springs is a 60-lot residential architecturally integrated subdivision. 47 lots will be single family dwellings. 13 lots will be duplex lots with a total of 26 units. Therefore the development will have 73 units on 28.28 acres, a density of 2.58 units per acre. Nine of the 73 units will be true affordable housing units, developed in partnership with Orange Community Land Trust.

The development will be served by about 3,790 LF of proposed streets, with two street and three sidewalk stubouts to Winmore, one street and one sidewalk stub to the west at the Duke Power transmission line and one street and one sidewalk stub to Homestead Road. A public sidewalk is proposed to meander through fields and wooded areas along the project's frontage with Homestead Road.

The site is bounded on the east by Bolin Creek, on the north by Winmore, on the west by the Duke Power line and on the south by Homestead Road. A 1.25 acre lot, tax parcel 109..16B, is surrounded on three sides by Preston Springs, but is not part of this development.

The site is substantially wooded. There are open fields along the Homestead Road frontage. The slopes along Bolin Creek are characterized by mature hardwoods. There are isolated areas of mixed woodlands, and the entire northeast quadrant of the tract is identified as "hardwoods" on the Carrboro inventory, but in fact has been logged and heavily damaged in some areas by Hurricane Fran and, therefore, is not as valuable a woodland as the slopes of Bolin Creek.

Near the existing mobile home is a unique old rock-lined farm pond that has been drained and has grown up in mature hardwoods. An active spring is located here. Upstream from the spring, the Carrboro Inventory indicates a perennial "stream" on a northeast/southwest axis, however this "stream" does not exist. The drainageway has been examined by stream classification experts from Orange County and from ECS, Ltd. The determination of these two organizations is that the northeast/southwest axis "stream" is an ephemeral drainageway, not perennial, and therefore does not require a stream buffer. The area up to and including the spring, however, is perennial and does require a stream buffer.

2. Applicant

The applicant and contract land purchaser is Parker Louis, LLC. Adam Zinn and Omar Zinn are the two managers of Parker Louis. Adam and Omar are experienced homebuilders and developers who have built a number of outstanding homes and neighborhoods in the Carrboro/Chapel Hill area, notably the Kent Woodlands neighborhood off Culbreth Road in Carrboro. Adam and Omar grew up in Carrboro, in

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a neighborhood very close to Preston Springs, and they have lived and worked in this community for almost all their lives. They consider Carrboro their "home" and value it as such.

3. Applicant's Response to Narrative Checklist:

- a) The plan preserves floodplain, wetlands and steep slopes.
- b) The plan preserves mature hardwood woodlands along Bolin Creek and along the ephemeral drainageway corridor.
The plan preserves a "vista" to the old farm house.
The plan preserves the existing hedgerow along Homestead Road.
In most cases, the house lot and house driveway will be within existing wooded areas.
- c) The few houses located within the field west of the old farmhouse, are located on good soils and will be screened by a 3' to 4' high vegetated berm. The combination of the "berm" and preservation of the hedgerow will visually buffer the development from Homestead Road.
- d) The plan preserves an upland buffer of at least 100 feet above the wetlands of Bolin Creek and the small spring on the property.
- e) The plan preserves existing hedgerows and preserves high quality woodlands along Bolin Creek and along the ephemeral drainageway.
Lots are located in the northwest quadrant, which is considered a hardwood area in poor condition with limited management potential because of recent logging of this woodland, due to Hurricane Fran damage of this woodland and due to close proximity to Winmore, which will clear-cut these woodlands right up to the north property line of Preston Springs.
- f) The plan preserves scenic vistas, particularly along the Homestead Road frontage.
As one approaches the site from the east, the mature hardwoods and mixed woodlands on the western slope of Bolin Creek will be preserved. Likewise, the hedgerow alongside Homestead and up to the Old farm house will be entirely preserved.
West of the Old farmhouse, the meadow vistas will be substantially preserved. Where proposed lots will occur just to the west of the Old farmhouse, a 3' to 4' high vegetated berm, with canopy trees and evergreen shrubs which will screen the rear of the proposed homesites. The applicant believes that this berming, in conjunction with the preservation of the meadow, will retain the essential character of the Homestead Road frontage along its entire length.
- g) The site does not contain prominent hilltops or ridges, per se.
- h) There are no known endangered or threatened species of wildlife on this property.
- i) The two unique features of this site are the old rock-lined farm pond, which has been drained for over 40 years and has grown up in mature hardwoods and the old, fallen-in butterhouse which is just north of the spring. These features will be preserved by the proposed plan.

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- j) Under item f above, is a description of the preservation of the Homestead Road frontage including the meadow, hedgerow and Bolin Creek vistas. No lots will front onto or access from Homestead. There will be one new public street entrance to the development off Homestead. This entrance will serve the 60 proposed lots as well as the Winmore Village development project, as well as land to the west of Preston Springs.
- k) The developer proposes, in advance of clearing for roads and utilities, to transplant existing native, specimen-type trees in order to landscape common areas, recreation areas, berms, and to provide street trees as roads pass through the meadow areas of the property.
- l) The Recreation Area, consisting of a proposed 1800± SF Clubhouse, a pool and pool deck, a 24000 SF play field, a tot lot and a 10-car paved parking lot will be located just east of the Old farmhouse. The recreation area will be centrally located, but will be screened from the proposed lots by transplanting native species from the site and screened from Homestead Road by the preservation of the hedgerow buffer along Homestead Road.
- m) The plan includes an extensive system of concrete sidewalks in order to provide pedestrian connectivity along the Homestead Road frontage, along all the public streets in the development, serving the Recreation Area and the various activity centers within the rec area, and three (3) points of pedestrian connectivity to Winmore and one (1) point of pedestrian connectivity to the tracts to the west of this site.
- n) The plan includes open space in six (6) major areas:
 - 1. It preserves open space along the western boundary with Duke Power lines.
 - 2. It preserves open space along the ephemeral drainageway corridor that bisects the site on a southwest to northeast axis.
 - 3. It preserves open space all along Bolin Creek, including the Bolin Creek slopes, the Bolin Creek high quality hardwood areas, the old rock-lined pond site and the fallen-in butterhouse site.
 - 4. It preserves a large portion of the vista meadow to the west of the Old farmhouse.
 - 5. It preserves the entire hedgerow and a large part of the meadow to the east of the old farmhouse.
 - 6. It preserves a 0.5 acre stand of the hardwood area in the northwest quadrant of the site. These hardwoods have been logged, have been damaged by Hurricane Fran and will be impacted by the clear-cutting of Winmore, but the applicants believe it is important to preserve some of this old stand, even though it is in poor condition.

4. Conclusion

The applicant believes that the submitted plan will accomplish or surpass all of the Carrboro goals to preserve Bolin Creek, preserve the Homestead Road frontage, preserve high-quality hardwood areas and unique areas of this site. The plan will provide superb pedestrian connectivity through, across and around this development including three connections to Winmore. The plan will provide nine (9) true affordable housing units through a partnership with Orange Community Land Trust. The plan will meet, and exceed in many cases, the Carrboro goals to preserve natural features and high-quality habitats while at the same time providing a safe and inspiring site for the new residents of Preston Springs Subdivision.

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Transportation Impact Statement
Claremont AIS Subdivision

#500204
October 15, 2004

A. Traffic Generation

Eighty (80) new single family and duplex lots are proposed in this 26.7 acre development on the north side of Homestead Road. The proposed Claremont Lane intersection will be approximately 1,540 feet west of the Bolin Creek bridge, at the top of the hill nearly opposite from the Hogan's homeplace.

According to ITE Trip Generation, Classification 210, these 80 units will generate 764 ADT, with the following weekday peak hour AM and PM rates:

	<u>enter</u>	<u>exit</u>	<u>total</u>
AM	15	44	59
PM	52	29	81

The applicant believes about 62% of the destinations will be to the east and 38% to the west. Based on this distribution, the following traffic can be expected at the following locations:

1. At Homestead/High School Intersection
AM Peak Hour: 27 trips eastbound
9 trips westbound
2. At Homestead/Old 86 (Calavander) Intersection
PM Peak Hour: 2 trips from north turning east
1 trip from west
17 trips from south turning east
3. At Homestead/Claremont Lane Intersection
PM Peak Hour: 20 trips turning north into Claremont

B Levels of Service

With 27 new AM Peak Hour eastbound trips through the Homestead/High School Road intersection, the applicant does not believe there will be any change in LOS. This is especially true in light of NCDOT improvements to this intersection and continuing to the east that will be constructed by NCDOT in 2005.

With 17 new PM peak hour right turn movements at the Homestead/Old 86 Calavander intersection, the applicant does not believe there will be any change in LOS at this intersection.

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The 20 new PM peak hour left turns from Homestead into Claremont Lane will require a dedicated left turn lane with 100' to 150' of lane storage. The applicant believes, based on previous meetings with NCDOT and Town Traffic Officials, that such a dedicated turn lane and storage will be a requirement for the NCDOT Driveway Permit needed to be obtained during the construction plan stage.

C. Other Factors

1. This report does not include the impact of Winmore, however Winmore is planned to have its own entrance and turn lane off Homestead Road. This report does not include any distribution from Claremont into the workplaces and shops in Winmore and, likewise, does not include any cut-thru traffic that Winmore might generate. It could be that these two factors could combine to produce about the same traffic generation as discussed above.
2. Claremont proposes substantial sidewalk, greenway and bicycle movement areas for multi-modal benefits within the subdivision. Since, except for Winmore, there are no connecting sidewalk and bike facilities on Homestead, the applicant believes there will be significant bike and pedestrian movement thru Winmore, to Hogan Farm and to school and recreation facilities planned north of Hogan Farm, as well as towards Chapel Hill High School from the Winmore entrance onto Homestead Road.
3. Currently, Homestead Road is not served by Public transportation. Annexation projects and other new construction have spurred local officials to consider expanding bus routes on Homestead Road. Claremont will add density along such a route so that local officials may, in the future, be able to provide valuable bus service to this area of Orange County.
4. Homestead Road is scheduled to be widened to three travel lanes, plus bike lanes, in the 2010 NCDOT TIP. However, the section of Homestead Road improvements west of Seawall School Road are not funded in the 2010 TIP. Local officials hope that the 2012 TIP, expected to be published soon, will show funding for the western portion of Homestead Road.

Tree Retention and Protection Statement
Claremont AIS Subdivision

#500204
October 15, 2004

The proposed Tract consisting of 27.617 acres is composed of 6.49 acres of cleared land and 21.13 acres of woodland. The prime woodlands on the tract consist of mature hardwoods along the south bank of Bolin Creek. None of these trees will be impacted in any way. There is no disturbance proposed inside the stream buffer for Bolin Creek. The Bolin Creek buffer generally ranges from a minimum of 200 feet to a maximum of 250 feet all along the creek. No Bolin Creek trees will be touched.

The remainder of the woodlands is mixed hard wood and pines, about 10 to 35 years old, located on the flatter, upland areas beyond the slopes leading to Bolin Creek. In this mixed pine/hardwood area we have located about 100 trees which are 18 inches and over.

In the upland area there are no "very rare" trees.

In the upland area, the applicant proposes to clear about 6.5 acres in roadway corridors and one utility corridor. Within these corridors, 24 trees eighteen inches or greater will be removed either because of their location or the fact that nearby disturbance will not allow them to remain healthy and vigorous.

In return for removing 24 trees, the applicant proposes to plant 110 trees consisting of honeylocust, maple, zelkona, redbud and dogwood.

The applicant believes this project be the most successful if the fewest number of trees are removed. Therefore, every effort has been made to keep tree removal to the absolute minimum, and for areas that must be cleared, to replant with a mixture of desirable new trees at a 4.58 to 1 ratio. That is, 4.58 new trees for every one significant tree to be removed.

The applicant believes this application meets the letter and spirit of the Carrboro tree retention goals to minimize disturbance and replant at a much higher ratio to replace selected trees that must be removed.

October 20, 2004

Revised: February 14, 2005

May 03, 2005

May 18, 2005

July 20, 2005

50204.01

TRUTH IN DRAINAGE STATEMENT
CLAREMONT SUBDIVISION

The proposed Claremont Subdivision lies on the north side of Homestead Road just west of the Bolin Creek bridge. The property has an area of 27.617 acres and will be subdivided into single family and duplex lots at an overall density of about ¼ acre per residence. The estimated impervious area for the built-out subdivision is 8.83 acres or 32% of the total parcel area.

A minor intermittent stream crosses the property from the southwest corner to near the northwest corner where it flows through about 200 feet of undisturbed streambed into Bolin Creek. The minor stream is contained within a buffer and open space and will be crossed twice by proposed streets. The runoff due to the proposed development for the 25-year storm event increases from 62.0 cfs to 109.3 cfs. For the 100-year storm event, the runoff increases from 73.3 cfs to 128.2 cfs. Within the stream corridor, two detention basins will be created. One of the basins will be created by the roadway fill and one will be created behind an earthen dam just outside the buffer along Bolin Creek. Both basins will be wet detention ponds with a minimum of 3' depth. The outlets from these basins will be sized to provide detention up to and including the 25-year storm event to below pre-construction runoff levels and reduce the 100-year event runoff. Routing of the storms through the two basins shows that the post-construction runoff from the site will peak at 61.90 cfs in the 25-year storm and at 104.01 cfs in the 100-year storm. Both basins will contain the runoff from the first 1" of rainfall in the contributing watershed and allow drawdown of that volume over at least 48 hours as required.

According to data from FEMA, Bolin Creek has a watershed of 4.9 square miles at the point where it crosses under Homestead Road. The proposed Claremont Subdivision, at 27.617 acres, represents less than 1% of the total watershed area. The 100-year flow in Bolin Creek, according to FEMA, at this point is 3240 cfs and the 30.71 cfs increase in the 100-year peak flow due to this project represents only a 1.0% increase in the Bolin Creek flow.

In conclusion, the runoff quantity increase will be spread out so as not to impact any downstream properties or streams. Water quality and pollutant removal will be ensured by settling out pollutants in the 1" rainfall first flush. All runoff from areas within the subdivision which will be disturbed or made impervious will be routed into one of the two water quality basins except for a 0.49 acre portion of the site in the northeast corner. This area will drain into the street and flow into the Winmore drainage system. The

water quality pond within Winmore is adequately sized to accept this additional flow. The developers of Claremont will work with the Winmore developers to raise the emergency spillway elevation of the Winmore pond by 0.26' to accommodate this added runoff (see attached calculations added as Appendix A). The two water quality basins within Claremont will provide the 85% TSS reduction in the stormwater runoff leaving the site as required. The small amount of flow into Winmore will achieve the 85% TSS reduction as shown in the calculations by McAdams. Natural, undisturbed channels, between and after, the basins will provide further improvements in water quality. This project, as designed, satisfies the "no Damage" provision set forth in the Town Ordinance Water Management Section 15-263a.



915 Jones Franklin Road • Raleigh, NC 27606 • Phone 919.859.2243 • Fax 919.859.6258

October 21, 2005

Ms. Jane L. Tuohey
Zoning Division
Town of Carrboro
301 West Main Street
Carrboro, NC 27510

Re: Sixth review of the CUP for Claremont AIS

Ms. Tuohey,

We have completed our review of the CUP Plans for Claremont AIS that was submitted to our office on October 7, 2005. All of the following comments have been satisfactorily addressed.

Site Plan

- 1) Street layout: Missing curve data.
OK; Revised.

Grading and Drainage Plan

- 2) The scale used is too small. Is it possible to use as a minimum, a scale of 1-inch equals 50 feet?
OK
- 3) Need to clearly show and label all easements.
OK; Revised.
- 4) Need to label riprap.
OK; Revised.
- 5) Need to insure that labels can be read. Some labels overlap or are covered by other information.
OK
- 6) Need to show existing offsite contours in areas where those contours could have an impact on stormwater or the proposed grading.
OK; Shown on Sheet C11.
- 7) Missing some proposed contours.
OK; Revised.

- 8) In some locations, it is difficult to see the proposed storm drainage system. Need to insure that the storm drainage can be clearly seen and understood.
OK; The title of Sheet C-5 has been changed to Utility and Drainage from Utility, and yes it is easier to see the storm drainage on that sheet. However, on the Construction Plans the storm drainage shown with the proposed grading will need to be made more clearly visible.
- 9) No bends greater than 90 degrees allowed within storm drainage systems.
OK; Revised.
- 10) Need to show sidewalk
OK; Revised.
- 11) Need to show sight triangles.
OK; Sight triangles have been shown on the Site Plan.
- 12) Cross-pipes do not appear to extend far enough. It appears that the proposed fill may cover the ends of some of the pipes.
OK; Pipe lengths will be verified during the Construction Plan review.
- 13) Intersection of Claremont Lane and Homestead Road: Proposed storm drainage? How will stormwater be handled at this location?
OK; The intersection is located at the crest on Homestead Road, therefore the roadway ditches along Homestead fall away from the intersection.
- 14) Intersection of Claremont Lane and Homestead Road: The ends of the proposed Curb & Gutter are located at the edge of pavement for Homestead Road. This could be a potential safety concern.
OK; A turn lane has been added.
- 15) How will stormwater from the Claremont development flowing onto the Nash property be handled?
OK; Revised.
- 16) No HDPE pipe allowed in storm drainage systems.
OK; Revised.
- 17) Storm drainage system located behind Lots 13-17: How will the system pick up storm water from these lots? Is there a swale directing stormwater into the Yard Inlets?
OK; Revised.
- 18) Lots 13-17: Based on the proposed and existing contours, it appears that you are proposing an earth berm along the back of these lots that will cause stormwater to pond in the backyards.
OK; Proposed contours have been revised.

Water Quality Plan

- 19) There are conflicting Basin labels shown on the plan. Need to insure that Basin labels correspond to the stormwater calculations.
OK; Revised.
- 20) The Basin located at the downstream end of the project needs to have an emergency spillway.
OK; Revised.
- 21) Basin located at the upstream end of the project: Provide survey data showing that the 100 Year delineation from the water quality/detention pond does not impact the adjacent property.
OK; Survey data has been submitted.

Profile Sheets

- 22) Need to show the percentage grade on each profile.
OK; Revised.
- 23) Claremont Lane (Sheet PP-2): Missing Stations.
OK; Revised.
- 24) Claremont Lane (Sheet PP-2): The scale does not appear to be correct.
OK; Revised.
- 25) In some cases, a proposed profile is connecting to an existing profile. Need to show a portion of the existing profile in order to insure a continuous grade.
OK; According to the Project Engineer, Winmore will revise their profile to match the proposed Claremont profile after their Construction Plan approval. The Project Engineer has submitted a separate profile sheet showing which profiles would be impacted and revised if Winmore does not revise their profile.

Detail Sheet

- 26) Missing Grate Detail.
OK; Revised.
- 27) Missing Junction Box Detail.
OK; Revised.
- 28) Missing Stormwater Quality details
OK; Revised.
- 29) There is a misprint on Catch Basin Standard 840.01 Sheet 2 of 2. The grate and hood should be labeled 840.03 not 840.03B. Please correct this.
OK; Revised.

- 30) Parking Lot Typical Section: Why are you using a smaller Curb & Gutter section in the parking lot? Exactly where do you switch from a 30" C&G to a 24" C&G? Missing the 24" C&G detail. You will also need to provide a detail showing the transition from the 24" C&G to the 30" C&G and the transition from the 24" C&G to the Catch Basin.
OK; Revised to 30" C&G.

- 31) Yard Inlet Detail: How many sides will be open? Need to show manhole.
OK; Revised.

- 32) Collector Roads require 60 feet of right-of-way.
OK; Revised.

Truth in Drainage Statement and Calculations

- 33) Need to calculate sight distance for vertical profiles in order to insure that the sight distance provided satisfies the Carrboro LUO.
OK; Revised.
- 34) Pre-construction stormwater analysis: Do not add discharges together. Need to route pre-construction stormwater in order to determine total amount leaving the site.
OK; Sub-basins eliminated; Total area (basin) used to calculate discharges.
- 35) Truth in Drainage Statement: The third paragraph does not make sense. Your calculations show that you are not increasing the amount of stormwater leaving the site, but in the statement you say you are.
OK; Revised.
- 36) Truth in Drainage Statement: State amount of impervious area in the proposed site (% and Ac.)
OK; Revised.
- 37) Truth in Drainage Statement: Explain why using the water quality ponds that you are proposing satisfies the Carrboro LUO. Based on the information provided, it does not appear that it does. Water Quality devices, either stand-alone or in series, need to provide at least 85% TSS removal. Please refer to NCDENR BMP manual. If you use another reference, please provide a copy.
OK; Revised.
- 38) Watershed Discharge Calculations for Basin 2 and Basin 3: Why is the drainage area the same for the pre and post conditions? It appears that they may be different due to the storm drainage layout.
OK; Revised.
- 39) Watershed Discharge Calculations for Basin 2 and Basin 3: Why is the existing time of concentration only 5 minutes? That does not make sense for existing conditions where there is sheet flow and shallow concentrated flow through woods and grass.
OK; Revised.

- 40) Basin No.1 Calculations: The calculations on Sheet 10 of 31 show a 15-inch pipe, but the plans show a 30-inch pipe.
OK; Revised.
- 41) Basin Calculations on Sheet 10 and 11 of 31: The elevation/area information shown does not match the information shown on the Stage Storage Function Analysis.
OK; Revised.

Additional comments from second review

- 42) Private Storm Drainage Easement located on Lots 31-33: What is the purpose of this easement? Where is the stormwater being taken? It appears that you are taking concentrated flow over the curb and into the street. The Carboro LUO limits this to 3 cfs.
OK; Revised.
- 43) Lot 16, 17 and 18: Revise property lines in order to keep the Water Quality Pond No. 3, 100 Year water surface, from impacting those lots.
OK; Revised.
- 44) Lot 16 and 18: Revise property lines in order to insure that none of the Water Quality No. 3 dam is located on these lots.
OK; Revised.
- 45) The layout of Traffic Circle "A" and "B": Did you check the turning radius and clearance required for a school bus and fire truck? Provide documentation.
OK; Traffic Circles have been eliminated.
- 46) A portion of Lots 35, 36, 38, 40, 42 and Olmstead Drive east of CB-39: The stormwater from this area needs to be treated. All stormwater coming from land being developed must be treated for water quality whether the groundcover is grass or pavement.
OK; The stormwater has been directed to the Stormwater Quality Pond located in Winmore. All supporting documentation has been submitted.
- 47) Club House, Tot Lot, and Pool: The stormwater from this area needs to be treated. All stormwater coming from land being developed must be treated for water quality whether the groundcover is grass or pavement.
OK; Stormwater is taken to Basin No. 3 via a swale and Y153.
- 48) Minimum radius for a subcollector is 200 feet. The radius for Curve C4 shown on the Site Plan is 151 feet.
OK; Revised.
- 49) Truth in Drainage Statement (second paragraph): Is the statement "12.3 cfs increase" correct? I calculated 16.4 cfs. Also, check spelling in the Truth in Drainage Statement.
OK; Revised.
- 50) The stormwater analysis for detention needs to also include the 2, 5, and 10 Year Storms.
OK; Revised.

Additional comments from third review.

- 51) Traffic Circle details are still included on the Detail Sheet.
OK; Revised.
- 52) Need to provide a detail for the proposed swale.
OK; Revised.
- 53) CB3, CB20, and CB47 are located in driveways.
OK; Revised.
- 54) CB1 and CB2 are located in wheelchair ramps.
OK; Revised.
- 55) Sheet PP2: The grid for Claremont Lane is missing the elevations.
OK; Revised.
- 56) Claremont Lane near Lot 2 and 3: Do not narrow the pavement width in a curve. Only use this method of traffic calming in a tangent section.
OK; Revised.
- 57) Lot 34 appears to be in a hole created by the proposed contours for Sediment Basin No. 2.
OK; Revised.
- 58) Basin located at the downstream end of the project: The emergency spillway is located in fill, therefore it will need riprap
OK; Revised.
- 59) Wet Detention Pond: Missing forebay. See NCDENR BMP Manual.
OK; Revised.
- 60) Wet Detention Pond: Missing aquatic shelf. See NCDENR BMP Manual.
OK; Revised.
- 61) Wet Detention Pond: Need to include the entire drainage area when determining the required surface area of the pond.
OK; Revised.
- 62) Wet Detention Pond: The location of FES-44 and FES-58 appears to short circuit the water quality pond by dumping the stormwater from the stormwater drainage system too close to the outlet of the Wet Detention Pond.
OK; Revised.
- 63) Wet Detention Pond: Need to include a Maintenance Plan in the CUP Plans.
OK; Revised.
- 64) Wet Detention Pond: The outlet structure details need to be included in the CUP Plans.
OK; Revised.

65) Wet Detention Pond: How will the pond be completely drained for maintenance?
OK; Revised.

66) Wet Detention Pond: How will you prevent the small orifice (1.25" and 2.5") from being clogged?
OK; Revised.

Additional comments from forth review.

67) Sheet C-3(Grading Plan): Need to show exactly where the greenway will be located.
OK; Revised.

68) Olmstead Drive east of CB-39: Stormwater is being taken to Winmore. Therefore, need to coordinate with Winmore in order to insure that their stormwater drainage system is adequately sized and still meets the requirements in the Carrboro LUD. This includes the amount of spread at the first Catch Basin in Winmore.
OK; Supporting documentation has been submitted.

Additional comments from fifth review.

69) Water Quality Basin 1: Forebays are only necessary when you have concentrated flow from your site coming into the Wet Detention Basin. In this case, the only concentrated flow is from the natural stream. Therefore, a forebay is not required at this location. However, on the Construction Plans, landscaping will be required around the basin in order to prevent the sheet flow from the surrounding area from bringing in sediment.
OK; Eliminated.

70) Water Quality Basin 3: The forebay is submerged by the permanent pool. This prevents the forebay from functioning as originally intended. Therefore, the forebay needs to be re-designed at a higher elevation in order to prevent it from being submerged by the permanent pool.
OK; Revised.

71) Flow from Claremont into Winmore ditch: The calculation showing the amount of stormwater at the drainage inlet does not appear to be correct. Need to check the drainage area and C value used. Also, need to determine if any turf reinforcement matting will be required.
OK; Calculations have been submitted.

If you have any questions or need further information, please contact me.

Sincerely,



William M. Hines, PE

Subject: Arch standards
From: omarzinn <omarzinn@mac.com>
Date: Tue, 5 Oct 2004 22:30:30 -0400

After carefully reviewing the amended architectural standards (dated 5/99) for major subdivisions in the town of Carrboro, which are supposed to be required for upcoming affordable housing in the Claremont subdivision, I have found several design elements which would be excessively costly to provide (for affordable houses), and would be out of character with the rest of the architecture of the Claremont subdivision. These amended standards are highly subjective and nowhere do they dominate the picture that we paint as Carrboro. Some of the standards seem to resemble ideals that take into account only image and not cost. Remember that we are trying to make affordable housing attractive yet still keep them affordable.

Front porches are an important element of house design and every affordable house in Claremont will have one. To mandate that front porches consist of 80 percent of a front elevation is unnecessary and costly. Larger front porches translates into more footings, more foundation, more concrete, more wood, cement board, ceiling board, more columns and ultimately more cost. In addition front porch roof pitches will generally be less steep in nature (3-5/12 pitch) but sometimes they would need to mimic the main roof pitch as well.

Most of the homes in Claremont will have a cement based siding. This includes but is not limited to fascia, corner boards, and ceiling plywood. Typical Hardi-plank siding comes in pieces that are 8 1/4 inches tall and 12 feet long. The typical reveal (amount seen after lapping) is 7 inches. This is architecturally attractive and is what is being put on at least 80 percent of new construction for siding in Chapel Hill and Carrboro. To ask that the reveal, or exposure be reduced to between four to five and a half inches is wasteful and unnecessary. Why would anyone choose to waste more material to achieve a thinner look? This would be like purchasing peaches at the Carrboro Farmer's Market only to cut one third of the peach before you start eating it.

Another source of disagreement is the minimum sixteen inch overhangs on eaves and gables. This not only reduces the building footprint, but would be out of character with the twelve inch overhangs that will be typical for the rest of the homes in Claremont. It would look silly to have smaller houses with these large excessive overhangs. Sixteen inch overhangs would be appropriate in Governors club or at Oxbow Crossing or Arcadia but would look out of place in Claremont.

Although the affordable homes will most likely not have chimneys, they should be allowed on exterior walls for ease of venting purposes. In addition smaller lots will not accommodate garages that are stepped back ten feet. This creates more impervious surface and is not feasible for smaller lots that will contain these affordable houses. Trim details should reflect the subdivision of Claremont, which is not a village mixed use subdivision. Claremont is a clustered subdivision with its' own look and feel which is similar to, but at the same time different, than village mixed use projects such as Winmore.

These architectural standards were created over five years ago. I believe the standards were created by people who looked at one aspect of home building, appearance. When you are creating affordable housing it is important to build attractive homes that blend into the neighborhood, provide a real value and service to the community, and at the same time keep affordable housing affordable and practical to build. To assign architecture standards to these houses that are drastically different from the rest of the neighborhood is an unintended result of an outdated amendment and in my opinion, a mistake. By simply looking at the existing affordable housing that has been provided in the Larkspur subdivision which the Zinn family built and developed, you can clearly see that the architectural integrity and appeal of the homes stands out as a highlight rather than an eyesore.

**SUMMARY SHEET OF STAFF AND ADVISORY BOARD
RECOMMENDATIONS**

CONDITIONAL USE PERMIT— CLAREMONT AIS

Note: NTAAC did not comment on Claremont as they were unable to form a quorum.

Recommended by	Recommendations
Staff, TAB, AC, PB	1. The continued affordability of the units (lots 52, 53, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69) must be specified in the Homeowner's Association documents per the provisions of Section 15-182.4 of the Land Use Ordinance. These documents must be approved by the Town Attorney prior to construction plan approval.
Staff, TAB, AC, PB	2. Certificates of Occupancy for each of the twelve (12) bonus 'market-rate' units may not be issued until such time as the corresponding affordable unit (lots 52, 53, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69) is 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.
Staff, TAB, AC, PB	3. That prior to construction plan approval, bike lane striping is shown on Claremont's collector street.
Staff, TAB, AC, PB	4. That prior to allowing the use of roll-type curb in the subdivision, written authorization from the Town of Carrboro Public Works Director is required.
Staff, TAB, AC, PB	5. That the applicant must obtain a driveway permit from NCDOT prior to construction plan approval;
Staff, TAB, AC, PB	6. That, on the final plat, the applicant makes Offers of Dedication for the Homestead Road sidewalk, and, the Greenway Trail, (with their associated public pedestrian and bicycle easements) to the Town. (This condition has been slightly reworded since Joint Review).
Staff, TAB, AC	7. That the greenway trail as proposed for Claremont have a minimum pavement width of 10 feet consistent with the standards of AASHTO, NCDOT and the Town's Recreation and Park's Comprehensive Master Plan.

Staff, TAB, AC, PB	8. That flexibility be allowed in the execution of the street tree planting plan (subject to the approval of public works and the planning department), such that the combination of existing and proposed trees along all publicly dedicated streets in Claremont meet the street tree requirements of Section 15-315 of the Land Use Ordinance and that the final arrangement is such that 1/3 rd of the street trees retained and/or proposed for this purpose are evergreen.
Staff, TAB, AC, PB	9. That a fully detailed planting plan be required as needed for the proposed stormwater management devices prior to construction plan approval.
This condition is new since Joint Review.	10. That the proposed berm be removed from the plans and replaced with mixed plantings of trees and shrubs that have proven wildlife value and that fulfill the Type A buffer requirement.
Staff, TAB, AC, PB	11. That the applicant shall provide to the Zoning Division, prior to the recordation of the final plat for the project or before the release of a bond if some features are not yet in place at the time of the recording of the final plat, Mylar and digital as-builts for the stormwater features of the project. Digital as-builts shall be in DXF format and shall include a base map of the whole project and all separate plan sheets. As-built DXF files shall include all layers or tables containing storm drainage features. Storm drainage features will be clearly delineated in a data table. The data will be tied to horizontal controls.
Staff, TAB, AC, PB	12. That the developer shall include detailed stormwater system maintenance plan, specifying responsible entity and schedule. The plan shall include scheduled maintenance activities for each unit in the development, (including cisterns, bioretention areas, swales, check dams, and irrigation pond), performance evaluation protocol, and frequency of self-reporting requirements (including a proposed self-reporting form) on maintenance and performance. The plan and supporting documentation shall be submitted to Town engineer and Environmental Planner for approval prior to construction plan approval. Upon approval, the plans shall be included in the homeowners' association documentation.
Staff, TAB, AC, PB	13. That the developer provide a written statement from the electrical utility stating that electric service can be provided to all locations shown on the construction plans prior to the approval of the construction plans;

Staff, TAB, AC, PB	14. That fire flow calculations and building-sprinkler design (as required) must be submitted and approved by the Town Engineer and Town Fire Department prior to construction plan approval.
Staff, TAB, AC, PB	15. All light fixtures (public or private) are cut-off, thereby reducing glare to surrounding properties and limiting upward light trespass.
Staff, TAB, AC, PB	16. That prior to construction plan approval, site lighting, sufficient to meet the requirements of Sections 15-242 and 15-243 of the LUO, be provided in the vicinity of the swim club parking lot and grounds.
Staff, TAB, AC, PB,	17. That on the final plat, all primary conservation areas located on private lots will be reserved as non-buildable areas.
Staff, TAB, AC, PB	18. That the applicant submit a Voluntary Annexation Petition prior to final plat approval.
Staff, TAB, AC, PB	19. That the applicant receive(s) CAPs from the Chapel Hill Carrboro City Schools District pursuant to Article IV, Part 4 of the Land Use Ordinance, prior to construction plan approval.
Additional Advisory Board Comments & Recommendations:	
AC	1. That the three (3) foot planting berm be deleted from the plans.
	2. Use of more native plantings throughout the subdivision
	3. Incorporate the VAS standards with the construction of single family residences as much as possible.
	4. Limit streetlight pollution by using hood shields.
EAB	1. That the berm be removed and replaced with mixed plantings of evergreen trees and shrubs that have proven wildlife value.
	2. That street trees be native tree species such as oaks, poplars, and maples.
	3. That all landscape plants be native species.
	4. The committee requests that the Homeowner's Association Documents not prohibit clotheslines or active or passive solar technologies.
TAB	1. The bike rack should accommodate adult as well as children's bicycles.
	2. The trail width should be increased to 10 feet.

	3. The bike racks in front of Weaver Street Market should be looked at as a possible design for the bike rack.
	4. The TAB recommends that, with due consideration for safety, the Board of Aldermen consider the developer's request to decrease required parking.
PB	1. That the Board of Aldermen support the compact parking space (16' x 17') with the pad depth in front of the garage which would count the garage or for outside parking, make the depth 16' by 17'. The plan now is 16' x 20.
	2. That the Board of Aldermen approve the 8-foot wide pedestrian path (as proposed for the greenway trail).

Jeff Kleaveland

From: Noah Ranells
Sent: Tuesday, November 15, 2005 5:49 PM
To: Bob Taylor; Gary Bernstein; Kathy Buck; lauren goers; Mark Chilton; Neil Flanagan
Cc: Jeff Kleaveland; 'Myers, Sarah R (Business Operations)'
Subject: draft claremont recommendation #2
Importance: High

I only heard from sarah and brian on this EAB recommendation for Claremont.

Any other comments

TOWN OF CARRBORO
ENVIRONMENTAL ADVISORY BOARD

Meeting on November 4, 2004
 Carrboro Century Center
 Carrboro, North Carolina

DRAFT RECOMMENDATION
 Claremont Conditional use Permit

Following careful review of environmental features of the Claremont plans submitted to the Town of Carrboro as a requirement of the Conditional Use Permit application process, the Environmental Advisory Board recommends that:

1. The berm be removed and replaced with mixed plantings of evergreen trees and shrubs that have proven wildlife value.
2. Street trees be native oaks and poplars, not Zelkovias.
3. All landscape plants be native species.
4. Homeowner association documents do not prohibit clotheslines or active or passive solar technologies.

An email vote was conducted.

Chair Myers approved email voting

VOTE:
 AYES ();
 NOES ();
 ABSENT/EXCUSED ()

Jeff Kleaveland

From: kathy buck [kkbuck@bellsouth.net]
Sent: Tuesday, November 15, 2005 6:13 PM
To: Noah Ranells
Cc: Bob Taylor; Gary Bernstein; lauren goers; Mark Chilton; Neil Flanagan; Jeff Kleaveland; Myers, Sarah R (Business Operations)
Subject: Re: draft claremont recommendation #2

I have made some changes which are in blue
Kathy
Noah Ranells wrote:

I only heard from sarah and brian on this EAB recommendation for Claremont.

Any other comments

**TOWN OF CARRBORO
ENVIRONMENTAL ADVISORY BOARD**

Meeting on November 4, 2004
Carrboro Century Center
Carrboro, North Carolina

DRAFT RECOMMENDATION
Claremont Conditional use Permit

Following careful review of environmental features of the Claremont plans submitted to the Town of Carrboro as a requirement of the Conditional Use Permit application process, the Environmental Advisory Board recommends that:

In compliance with section 15-50(g) 11 of the land use ordinance we make the following recommendations

1. The berm be removed and replaced with mixed plantings of evergreen trees and shrubs that have proven wildlife value.
2. Street trees be native tree species such as oaks, poplars, maples.
3. All landscape plants be native species.

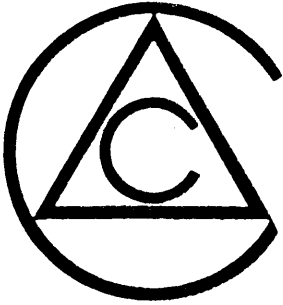
<> We also request that Homeowner association documents do not prohibit clotheslines or active or passive solar technologies.<>

An email vote was conducted.

Chair Myers approved email voting

VOTE:

11/16/2005



THURSDAY, November 3rd, 2005

Claremont Subdivision @ 1018 Homestead Road

The Appearance Commission Advisory Board recommends approval of the Claremont Subdivision located at 1018 Homestead Road with the following recommendations:

1.) deletion of the three (3) foot landscaping berm 2.) use of more native plantings throughout the subdivision 3.) incorporate the VAS standards with the constructions of the single-family residence as much as possible 4.) limit streetlight pollution by using hood shields.

VOTING:

AYES: 7 (Wendy Wenck, Tom Wiltberger, Catherine DeVine, Richard Taylor, Chuck Morton, Annie Lux, Carolyn Helfrich)

NOES: 0

Tom Wiltberger (for chairperson)
Appearance Commission Chair

11-4-05
Date

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

November 3, 2005

SUBJECT: Claremont AIS Subdivision

MOTION # 1: The Transportation Advisory Board (TAB) recommends that the Board of Aldermen support the staff recommendations for the conditional use permit with the following additional recommendations:

1. The bike rack should accommodate adult as well as children's bicycles.
2. Th trail width should be increased to 10 feet.
3. The bike racks in front of Weaver Street Market should be looked as a possible design for the bike rack.

Moved: Charlie Hileman Second: Tom High

VOTE: Passed 5-0: Ayes (David Deming, Charles Hileman, Heidi Perry, John O'Leary, Tom High); Noes (None).

MOTION # 2: The Transportation Advisory Board (TAB) recommends that, with due consideration for safety, the Board of Aldermen consider the developer's request to decrease required parking.

Moved: Charlie Hileman Second: Tom High

VOTE: Passed 4-1: Ayes (David Deming, Charles Hileman, John O'Leary, Tom High); Noes (Heidi Perry).

HEIDI PERRY (ZOM)
TAB Chair

11 / 18 / 05
Date



PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

NOVEMBER 3, 2005

Conditional Use Permit Application for Claremont Architecturally Integrated Subdivision

Motion was made by David Clinton and seconded by Dianne Reid that the Planning Board recommends that the Board of Aldermen support a reduction in the depth of the parking pad in front of garages that results in a parking pad measuring 16 feet by 17 feet and is large enough to support two compact parking spaces measuring 7.5 feet by 16.5 feet.

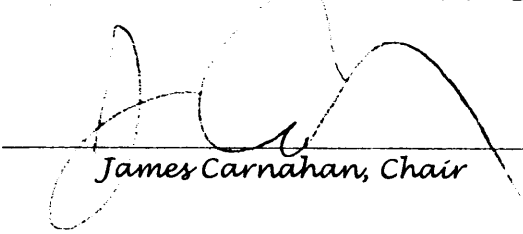
Vote: AYES (8) (Carnahan, Chadbourne, Clinton, Fritz, Hammill, Paulsen, Reid, and West); NOES: (0); ABSTENTIONS (0); ABSENT/EXCUSED (3) (Hogan, Marshall and Poulton)

Motion was made by David Clinton and seconded by Ande West that the Planning Board recommends that the Board of Aldermen approve an 8-foot wide pedestrian path.

Vote: AYES (7) (Chadbourne, Clinton, Fritz, Hammill, Paulsen, Reid, and West); NOES: (1) (Carnahan); ABSTENTIONS (0); ABSENT/EXCUSED (3) (Hogan, Marshall and Poulton)

Motion was made by David Clinton and seconded by Frank Hammill that the Planning Board recommends that the Board of Aldermen approve the conditional use permit application for the Claremont architecturally integrated subdivision subject to the conditions recommended by staff, except as modified by the Planning Board's previous actions.

Vote: AYES (7) (Carnahan, Chadbourne, Clinton, Fritz, Hammill, Paulsen, Reid); NOES: (0); ABSTENTIONS (1) West; ABSENT/EXCUSED (3) (Hogan, Marshall and Poulton)


James Carnahan, Chair

November 18, 2005
(date)

ATTACHMENT K

10

JAMES T. BRYAN, III
Attorney at Law

410 Martin Luther King, Jr., Blvd.
Chapel Hill, NC 27514

Phone: 919-933-1200
Fax: 919-933-1207
lawoffice10@juno.com

November 16, 2005

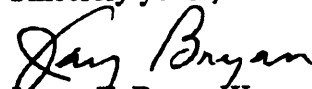
Re: Northern Transition Area Advisory Committee By Facsimile Only

Dear Mayor and Board of Aldermen:

Due to the lack of a quorum, the Northern Transition Area Advisory Committee does not have written recommendations regarding the Claremont Subdivision on Homestead Road, whose CUP application is scheduled for public hearing on November 22, 2005.

Thank you.

Sincerely yours,


James T. Bryan III

PHILIP
POST
&
ASSOCIATES

50204B09.MEA.111005.K

Memorandum

Date: November 10, 2005

To: Jeff Kleaveland
Marty Roupe
Dale McKeel

From: Phil Post- Post & Associates, Inc.

RE: Claremont Subdivision

Phil Post
11-10-2005

After our meeting with DRM yesterday, we would like to get several issues "off the table" for when we go to the Board on the 22nd. Therefore we revise our application as follows and will agree with conditions that implement these items:

- 1) Bike/Pedestrian Trail: We will pave the trail 10' wide, with 2' grassed shoulders. This complies with what Dale wants.
- 2) 3 foot Berm: We will delete the berm entirely. We agree with the AC to use native plant materials to the extent practical.
- 3) Parking Pad: We amend our plan so that each single family dwelling will have one 16' x 19' paved parking pad for two cars, outside the sidewalk area. This complies with the Ordinance and Dale agrees.
- 4) Bike Rack: We agree with the T Board on the bike rack design to be used.
- 5) Public Sidewalks and the Public bike and greenway trail will be dedicated to the Town, with perpetual maintenance by the Town after acceptance.

With our agreement on all the above items, the only remaining item upon which we do not see "eye to eye" is the "Nash Sidewalk". We will continue to await Ms. Nash's wishes, and we do not agree to build this sidewalk until and unless Ms. Nash says she wants the sidewalk. She may decide to allow the sidewalk this month, next month, next year, or never. Let me know if you need anything else to confirm our agreement on the above five issues.

Our purpose in agreeing to the five issues above is to create a "clean" application that is capable of being voted on, and hopefully approved, at the November 22 meeting, which I know that you can give no assurance about. If delays, new issues, or unforeseen demands are made upon this application, we reserve the right to negotiate on conditions, as may be most advantageous for the project.

Jeff Kleaveland

From: Philip Post [ppost@ppaengineering.com]
Sent: Monday, November 14, 2005 9:35 AM
To: Jeff Kleaveland; Dale McKeel
Subject: Re: FW: Phil Post's conditions memo.

yes, the duplex pads need to be 19 ft long as well. Please incorporate this. Phil.

Jeff Kleaveland wrote:

>Phil,
 >
 >See Dale's comments below, regarding your memo.
 >
 >Jeff Kleaveland
 >Planner/Zoning Development Specialist
 >Town of Carrboro
 >
 >
 >-----Original Message-----
 >From: Dale McKeel
 >Sent: Friday, November 11, 2005 3:22 PM
 >To: Jeff Kleaveland; Martin Roupe; James R. Harris
 >Subject: RE: Phil Post's conditions memo.

>
 >I reviewed Phil's letter and noticed that the parking pad for the
 >duplex units is not addressed. Based on the conversation on Wednesday,
 >these pads also need to be 19 feet long. Whether the pad has can
 >accommodate one car or two depends on whether the unit has a garage,
 >since garage spaces can count for duplexes.

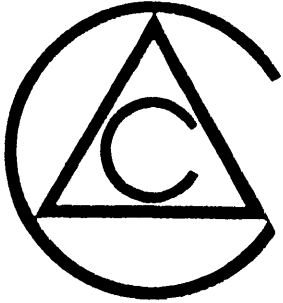
>
 >Dale McKeel
 >Transportation Planner
 >Town of Carrboro
 >301 W. Main Street
 >Carrboro, NC 27510
 >919-918-7329
 >dmckeel@townofcarrboro.org

>
 >-----Original Message-----
 >From: Jeff Kleaveland
 >Sent: Thursday, November 10, 2005 4:58 PM
 >To: Martin Roupe; Dale McKeel; James R. Harris
 >Subject: Phil Post's conditions memo.

>
 >
 >
 >Jeff Kleaveland
 >Planner/Zoning Development Specialist
 >Town of Carrboro

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 >-----Original Message-----
 >From: Kelly Ardoin [mailto:kardoin@ppaengineering.com]
 >Sent: Thursday, November 10, 2005 3:47 PM
 >To: Martin Roupe; Jeff Kleaveland; Dale McKeel; Adam Zinn; Omar Zinn
 >Cc: Phil Post
 >Subject: Memo Attached

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MINUTES
November 3rd, 2005

Members Present: Wendy Wenck, Chuck Morton, Annie Lux, Tom Wiltberger, Richard Taylor, Catherine DeVine, Carolyn Helfrich

Members Absent or Excused: N/A

Guest(s) present: Adam Zinn

Staff Present: James Thomas, Planner/Zoning Development Specialist

I. Joint Review Item- Claremont Subdivision at 1018 Homestead Road.

Adam Zinn, subdivision developer, was present at the Appearance Commission meeting to answer any questions. Annie Lux asked what the affordable units would look like and Adam Zinn referenced the site plans. Mr. Zinn stated that the affordable units would not be discernable from the fare market units and would only be lacking garages, which will be accessed from the rear alley way. Mr. Zinn proceeded to state that the affordable units would be in the \$100,000.00 to \$130,000.00 price range. Richard Taylor questioned why all the affordable units were in one area. Mr. Zinn stated that the reasoning for this is due to the topography of the land and the ease of placing the affordable units in this area will decrease the build price of them. Wendy Wenck stated that she would like to see more native plantings and was questioning the need for the landscaping berm located adjacent to Homestead Road. Mr. Zinn was stating the berm would only be three (3) feet in height and was being installed to reduce the noise from Homestead Road. The final issue discussed was whether the affordable units conform with the VAS standards and the Appearance Commission stated that they did conform with the VAS standards. Without any further discussion, the Appearance Commission was in favor of approving the subdivision with the following recommendations: 1.) deletion of the three (3) foot landscaping berm 2.) use of more native plantings throughout the subdivision 3.) incorporate the VAS standards with the construction of the single-family residences as much as possible 4.) limit streetlight pollution by using hood shields.

MOTION WAS MADE BY TOM WILTBERGER AND SECONDED BY KATHERINE DEVINE TO APPROVE THE CLAREMONT SUBDIVISION WITH THE FOLLOWING CONDITIONS: 1.) DELETION OF THE THREE (3) FOOT LANDSCAPING BERM 2.) USE OF MORE NATIVE PLANTINGS THROUGHOUT THE SUBDIVISION 3.) INCORPORATE THE VAS

TOWN OF CARRBORO



CONDITIONAL OR SPECIAL USE PERMIT WORKSHEET

I. COMPLETENESS OF APPLICATION

- ☐ The application is complete
☐ The application is incomplete
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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:
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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 1.
- ☐ 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:
