

**STAFF REPORT**

TO: Board of Aldermen

DATE: January 9<sup>th</sup>, 2007

PROJECT: Chapel Hill - Carrboro City Schools: Elementary School #10

APPLICANT  
and OWNERS: Corley, Redfoot & Zack  
Chapel Hill – Carrboro City Schools

PURPOSE: To acquire a Conditional Use Permit allowing for the construction of an 89,800 sf (30 classroom) Elementary School with associated infrastructure and facilities on the property located at 215 Eubanks Road.

EXISTING ZONING: RR

TAX MAP NUMBER: 7.23.C.1

LOCATION: 215 Eubanks Road.

TRACT SIZE: 19.035

EXISTING LAND USE: vacant

PROPOSED LAND USE: 5.110 Elementary School

SURROUNDING  
LAND USES: North: RR; vacant/residential  
South: RR; vacant  
West: RR; residential  
East: RR; vacant

ZONING HISTORY: RR (since 1990)

## ANALYSIS

### **Background**

Chapel Hill – Carrboro City Schools (CHCCS) has submitted an application for an 89,800 sf (30 classroom) elementary school on the parcel located at 215 Eubanks Road (**Attachment C&D**). The subject property is zoned RR, Rural Residential, contains 19.035 acres (829,164.6 sf) and is listed on the Orange County Tax Map as numbers 7.23.C.1. The existing site is vacant and wooded sloping predominantly to the south where two intermittent streams combine and drain into Jones Creek. (**Attachment B**). Note that, though the plans are entitled “Conditional Use Permit/Construction Documents”, approval of this permit *does not* imply construction plan approval which will require a separate review process.

Note that in June 2006 CHCCS submitted a letter requesting expedited review of the project. As reflected in the June 27, 2006 minutes, the Board of Aldermen directed staff to expedite the review (**Attachment E**)

### **Site Design Summary**

The school will be accessed by a new segment of collector road which proceeds north to intersect with Eubanks road by way of a roundabout (**Attachment B**). School buses, commuter traffic, service and utility vehicles will rely mainly on Eubanks Road to access the facility. Once on the site, the plan provides a circulation system designed to segregate drop-off traffic from bus and commuter traffic.

The school building itself is a unified, single story, building with an attached gymnasium. Dormers and a cupola provide variation in the gable roofline. A playfield, outdoor basketball court and, a play structure, are located south of the building. Parking is divided into two lots to the northeast of the building. The large footprint of these facilities and their supporting infrastructure requires substantial site grading.

### **Existing Conditions and Natural Constraints**

The site is currently undeveloped and wooded. The tract drains into a tributary which ties into Jones Creek. The natural elevation change from the north to the south of the site is about 30 feet.

### **Cultural/Archaeological Survey**

A cultural and archaeological survey was performed by TRC Garrow Associates which includes the area of the school site. Both background and site investigation was conducted with and though artifacts have been found on the site, they are not found in the density necessary to be considered reserved as a historic resource. There is a more significant site that appears to be predominantly located on the adjacent parcel where the middle school is proposed.

Also, located approximately .2 miles from Old NC 86 on Eubanks road there exists a remnants of one of the first African-American churches in this area graves are believed to be in the vicinity. The proposed road improvements do not encroach on these areas.

## **Environmental Impact**

### **Tree Protection,**

The proposed plan requires significant site disturbance in order to be realized. Mass grading for the building, parking lots, fields and facilities necessitates removal of hundreds of trees including 13 trees identified as having diameters of greater than 18". The applicant has provided justification for the tree removal in the attached letter (**Attachment F**). Tree protection meeting the requirements of the LUO has been provided at the clearing and grading limits to protect the remaining forest stand. Additional tree protection and erosion control measures are shown on the plans for the extensive off-site sewer extension which appear to require the removal of 9 trees greater than 18" in diameter. Additional review of the environmental/aesthetic impact of the off-site sewer alignment is advised especially considering the stream corridors public park location.

### **Grading and Stream Buffers**

The site plan necessitates relocation of the eastern intermittent stream channel (and its associated stream buffer). Staff requested that the applicant modify the plan to reduce the impact on this natural drainage way. The applicant has declined substantial revision of the layout as they feel their design represents the desired program goals of the school district. Section 15-268(g) of the LUO permits such disturbances if the lot in question is made "undevelopable" by the presence of protective stream buffers. A design justification letter has been provided by the applicant to justify the relocation plan (**Attachment G**).

As a result of needing to alter the drainage way, the applicant has designed a new drainage channel that will capture the flow once supported by the original channel. The new "stream" is designed to dissipate and assimilate peak flows as well as to provide an area for native plantings. The new drainage will have an associated new, stream buffer.

Two small wetland areas exist on the site, one of which (Wetland Area B) is associated with the relocated stream channel. This one will be removed during construction. The other wetland is downstream from the convergence of the site's two channels and will not be disturbed. The nature and size of the Area B is such that it does not activate Army Corp of Engineer's or Department of Health and Natural Resource's (DEHNR) wetland regulations other than the requirement that the applicant provide DEHNR Land Quality with a formal notification prior to disturbance.

### **Erosion Control**

Extensive erosion control measures will be required during construction. Because the project requires state funding, DEHNR division of Land Quality is the regulatory authority with regard to erosion control and the issuance of land disturbing permits. The construction plans will be fully reviewed by DEHNR. No construction may begin until DEHNR issues a permit. Because of this the following condition is recommended:

- That prior to construction plan approval the applicant provide a copy of an issued NCDENR land disturbing activity permit and formally invite Orange County Erosion Control to voluntarily inspect the site during construction via a letter that

is copied to the NC Land Quality Section Regional Engineer, Raleigh Regional Office;

### **Stormwater**

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.

The stormwater system is designed to provide water-quality treatment. Proposed treatment devices include bioretention areas, sediment-removal technology, below-ground rainwater cisterns (for water conservation), and a structural, below-ground impoundment. Note that the cisterns are designed to collect rainwater from roof drains and reuse the water to flush toilets in the school.

The combined goal of the stormwater system is to remove at least 85% of Total Suspended Solids from the first inch of a storm event *and* to not exceed the peak flow volume of water that currently exits the site.

The applicant's "Truth in Drainage" statement and the stormwater plans are currently undergoing review; however, at the time of this report deadline, the stormwater engineering has *not yet been approved* by the Town Engineer. For this reason, staff cannot consider the project "complete" and therefore cannot recommend approval of the Elementary School #10 project.

If this situation changes prior to the public hearing, staff will inform the Board of Aldermen. In light of the above, the Board may require the public hearing be continued to an agreed upon date sufficient to allow the applicant to secure engineering approval from the Town.

### **Lighting Plan**

Section 15-242 requires adequate lighting of buildings and facilities to assure public safety. Section 15-243 requires all such lighting (excluding 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 seven (7) new street lights on 25' poles, spaced evenly throughout the new collector street. The private parking areas have thirty three (33) new, 15' light poles with *both* single and double "shoebox" fixtures as needed. The building exterior does not have any wall fixtures proposed. All fixtures proposed are full cut-off, thereby reducing glare to surrounding properties and limiting upward light pollution. Illumination for site lighting limited to .2 footcandles at the property line, a standard which is satisfied by the plan (street lighting is not required to meet this standard). Staff finds the lighting plan generally in compliance with the Lighting provisions of the Land Use Ordinance though in need of additional information.

The lighting of the collector road and the roundabout is regulated by the Town's street lighting policy and NCDOT's lighting policy respectively and is not subject to the Land Use Ordinance. Because of the need for additional information following conditions are recommended:

- That the applicant include light fixture details, and additional details on the lighting plan as requested by the Public Works Department and Environmental Planner prior to construction plan approval, in order for Public Works to determine compliance with the Town's street lighting policy and for the Environmental Planner to determine compliance with Section 242 & 243 of the LUO. Further, that all proposed street and site lights be full cutoff fixtures;
- That prior to construction plan approval, general information about the typical hours of operation for the light fixtures be included on the plans. This information should disclose whether the lights will be manually-controlled or placed on automatic timers;

### **Landscape Plan**

The landscape plan proposes approximately 65 trees throughout the site, and over 1300 native shrubs and grasses within the many bioretention areas. In addition, the relocated stream channel will be abundantly planted with native plants representative of different North Carolina ecosystem types. One of the plant species proposed is listed in the Town's Invasive Plant Species list (Appendix E-3 of the LUO) which will need to be revised during construction plan review. As is required, one third of the trees proposed are evergreen thereby providing landscape interest during the winter. However, because of the complexity of the planting plan the following condition is recommended:

- That the planting plans not include any of the invasive species listed in Appendix 3 of the Land Use Ordinance and that the planting plan for the stormwater devices and the "constructed drainage" be further reviewed for plant species suitability for the intended function of the device and that the approved construction plans include planting plans indicating the precise breakdown and type of trees, woody shrubs, and herbaceous plants in each bioretention area and around and in each vehicle accommodation area.

Parking stops, curb and gutter, and maintenance access lanes are provided throughout the plan as needed to avoid damage to landscape and bioretention areas.

### **Vehicle Accommodation Areas, Bioretention areas**

Per 15-317 and Appendix E-3, the applicant is required to provide shade on at least 20% of the total vehicle accommodation areas, which in this case amounts to 20% of 80,740 sf or 16,148 sf. Because of concerns that some of the trees used for shading may present conflicts with the bioretention areas the following condition is recommended:

- That the applicant adjust the planting plan as requested by the Town Engineer and Environmental Planner prior to construction plan approval to ensure compliance with the stormwater and vehicle accommodation area shading requirements of the LUO;

### **Eubanks Road Buffer and Screening**

Section 15-312 requires that developments adjacent to Eubanks 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. The proposed plan meets the area requirements of Section 15-312 while compliance with the Type A screen will need to be field verified during construction.

Note that 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 LUO requires the applicant screen the school from the adjacent properties. The school has only one adjacent residential property that requires a Type A screen. The remaining property boundaries that front Dromoland road and the new collector street (exclusive of the protective road buffer) need only to provide a Type C buffer which is satisfied by existing and proposed vegetation.

Note that the screening requirements will become a part of the permit and will be required to perform throughout the life and use and facility. Should the installed screen not meet the Town's standards after occupancy, the Town has the authority to require the situation be corrected.

### **Transportation**

Per the provisions of the Town of Carrboro's Connector Roads plan, the school is providing the first segment of a public road that will ultimately tie into the Lake Hogan Farms road stub-out about a mile to the south. A roundabout (over 120' in diameter) is proposed for the intersection of the new road with Eubanks Road. The connector road is designed to the *collector* standard of the LUO which is designed to handle over 800 vehicle trips per day at such a point that it completes its connection south.

The circulation system is designed to accommodate ingress and egress of school buses, parents, staff, and service personnel. The "kiss and go" lane and "bus drop-off" provide drop-off areas for students and are so designed to allow significant vehicle queues during peak periods, thereby reducing the possibility that vehicles will back into the public right of way. Still, in an interest to proactively prevent traffic problems, staff recommends the following condition:

- That prior to issuance of the certificate of occupancy, the school district work with Town Police and Fire staff to develop a traffic management plan to be put in place during peak use events at the school;

### **Traffic Impact Analysis & NCDOT District Office Recommendations**

A traffic impact analysis (TIA) for the project was prepared by the Martin Alexiou, Bryson firm and has been reviewed by both the Town Transportation planner and NCDOT. Several minor outstanding comments remain to be addressed prior to final

approval. NCDOT's most recent comments summarize much of the TIA and are attached for your reference (**Attachment H**).

Because NCDOT has not formally approved the project, the following condition is recommended:

- That prior to construction plan approval, the applicant receive a driveway permit from NCDOT in accordance with any conditions imposed by such agency including but not limited to encroachment / maintenance agreements for lighting and sidewalks;

### **Transit**

Chapel Hill Transit has been notified of the proposed school but does not anticipate providing service to this area in the near future.

### **Pedestrian and Bicycle Access**

The design of the school and its surrounding infrastructure anticipates future pedestrian and bicycle access. Sidewalks are proposed along the Eubanks and Dromoland road frontages while bicycle lanes are integrated into the Eubanks road widening and the new collector road segment. The school grounds feature lockable bicycle parking for 88 bicycles.

Note that some fine tuning of the layout for the roundabout and the new collector street with regards to bicycle lane striping and transitions is necessary; because of this, the following conditions are recommended:

- That subject to NCDOT approval, the applicant shall provide 6-feet of extra pavement on both sides of Eubanks Road where improvements are required. The 6-foot sections shall serve as bike lanes;
- That, prior to construction plan approval, the bike lane arrangements in the vicinity of the roundabout and within the proposed collector street shall be designed to comply with their related specifications as identified in the Federal Highway Administration's *Roundabouts: An Informational Guide*, and the *Manual of Uniform Traffic Control Devices*;

### **Greenway**

The plans show a short segment of greenway trail beginning at the bus drop off area and heading south to wind around the playfields and retaining wall and cross the lower drainage to terminate at the southern property line. The trail surface is 10' wide and paved in asphalt thereby meeting the Town's design requirement. The location of the trail is consistent with the alignment shown on the Town's Parks and Recreation Master Plan. However, because additional information is required for construction plan review of these facilities the following condition is recommended:

- That the sidewalk / greenway trail beginning at the southern property line and terminating at the bus drop-off area exhibit compliance on the construction plans with the greenway facilities specifications identified in the AASHTO Guide for

the Development of Bicycle Facilities and in the Town of Carrboro  
Comprehensive Master Plan for Recreation and Parks;

**Parking**

Per Section 15-291(g), 1.75 parking spaces are required per classroom; for 30 classrooms this amounts to a requirement of 53 spaces. The plan shows 102, standard size parking spaces, 6 of which are Handicap Accessible. No compact spaces are provided.

Due to experience with other facilities, CHCCS considers 53 spaces insufficient to support school programs. A parking justification letter has been provided by the applicant for the Board's consideration (**Attachment I**). Because the applicant exceeds the parking requirement the following condition is recommended:

- That the Board accepts the applicant's justification for exceeding the presumptive parking standards of Section 15-291 by providing 102 spaces. As represented in the applicant's letter, this deviation is justified because of the school district's experience with Rashkis elementary school (which is the prototype for Elementary School #10) and because better serves the parking needs of elementary school programs which include substantial parental participation;

**Utilities**

The utility plan shows an off-site sewer extension tying into an existing manhole near Glenridge townhomes, more than 4800 feet south of the property line. This sewer extension is proposed to follow Jones creek on the west side. The sewer service as it proceeds northward terminates at the school site at the retaining wall. Construction easements will be required for the school to construct these facilities on parcels not owned by the school or county. The alignment already proposed for the Ballentine Conditional Use permit application (not yet approved) requires redesign in order to provide a proper tie into to the school's sewer extension.

Furthermore, over 1400 feet of 16" waterline is required by OWASA to be extended from the existing line at the intersection of Old 86 and Eubanks road. The school will then tie into this new line in a looped configuration serving the building as well as the fire hydrants. No irrigation plan has been shown at this time, though the project proposes (should the budget allow) to store rainwater in an underground cistern for reuse in and out of the building.

The plan has been reviewed extensively by OWASA. Several comments remain to be addressed. OWASA will not authorize construction of the school until the details surrounding the approval of the off-site sewer are finalized. The applicant is currently negotiating for easements and alignment locations with owners of property that will be traversed. Because of these issues the following condition is recommended:

- That prior to construction plan approval the applicant obtain all necessary approvals and permits from OWASA for the school's proposed on- and off-site water and sewer improvements to serve the school. Further, that all such work be



completed in accordance with any conditions imposed by such agency, and that all such lines be operable prior to occupancy of the school;

- That prior to construction plan approval, the applicant receive any necessary off-site easements for installation of water and sewer lines;

#### **Other Utilities**

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 applicant is currently awaiting written confirmation that the gas, telephone and cable-television companies can adequately serve the property.

#### **Fire Safety**

Per Section 15-249, fire hydrants must be located so that every building is within 500' of a hydrant. Further, the State Building code and Town Code requires buildings of this size to be fully sprinkled.

To this end, three (3) fire hydrants distributed regularly around the building's perimeter and the building is sprinkled. Further, fire access is supported by both Dromoland Road (via an emergency service road) and, the new collector street.

#### **Refuse Collection**

Refuse and recycling containers will be located adjacent to the mechanical bay on the eastern side of the building adjacent to the bus drop-off. The configuration will facilitate easy access by garbage and recycling vehicles. Public Works Solid Waste finds this arrangement acceptable. The refuse collection area is out of view of the surrounding properties due to the presence of plantings and an enclosed area with an opaque gate.

During construction, management of construction waste is required by Orange County Solid Waste. Because of this the following condition is recommended:

- That the applicant provide to Orange County Solid Waste Department a solid waste management plan prior to construction plan approval. Further, that the construction plans include Orange County Solid Waste in the list of agencies participating in the preconstruction meeting for the project;

#### **Joint Review**

Elementary School #10 was presented to the Joint Advisory Boards on December 7<sup>th</sup>, 2006 and January 4<sup>th</sup>, 2007. The Planning Board, the Appearance Commission, the Environmental Advisory Board, The Transportation Advisory Board, the Northern Transition Area Advisory Committee, the Economic Sustainability Committee all reviewed the project. Their summary and individual recommendations are attached (**Attachment K**).

## Miscellaneous

### Architecture

Note that the initial planning of the school was facilitated by Chapel Hill/Carrboro City Schools (CHCCS) school board in coordination with Orange County. The design of the building and grounds is nearly identical to the Rashkis Elementary school in Chapel Hill. The CHCCS Board of Education authorized this design as a prototype for the school based on the recommendation of the school district's Support Services division (**Attachment J**).

The RR zoning district typically limits building height to 35 feet. However, section 15-185(f) of the LUO allows *schools* to increase building height to a maximum of 50' when the Board finds that the additional height is necessary to accommodate specific building elements or to accommodate building designs that seek to minimize building footprints and/or maximize natural lighting. The maximum height of Elementary School #10 is approximately 50 feet.

The building is designed to implement the environmental goals of the school district's *Policy 9040*. Because of this, a variety of active and passive features are in place to lower the building's environmental impact. Day-lighting, stormwater storage and re-use, photovoltaic panels, solar hot water collectors, and energy conserving HVAC systems are a few features integrated into the proposed building.

Note that the project architect has submitted a letter regarding possible necessary changes due to the fiscal concerns (**Attachment L**).

### Community Use and Recreation

The CHCCS Community Use *Policy 5030* endorsed by the Board of Education supports community-use of public school facilities for purposes that contribute to the school program, community affairs, or the goals of the Community Schools Act.

## RECOMMENDATION

Town staff recommends that the Board of Aldermen open the Elementary School #10 Conditional Use Permit public hearing. However, at the time of this report deadline, the stormwater engineering has not yet been approved by the Town Engineer. For this reason, staff cannot consider the project "complete" and therefore cannot recommend approval of the project.

However, if Sungate approval is obtained by the time of the public hearing, Town staff recommends approval of the project. If this is the case, the Board is directed to first complete the attached conditional use permit worksheet (**Attachment M**). Upon completing the worksheet, staff recommends that the Board consider the Conditional Use Permit for the CHCCS Elementary School #10, located off of Eubanks Road, subject to the conditions below:

1. That prior to construction plan approval the applicant provide a copy of an issued NCDENR land disturbing activity permit and formally invite Orange County Erosion Control to voluntarily inspect the site during construction via a letter that is copied to the NC Land Quality Section Regional Engineer, Raleigh Regional Office;
2. That the applicant adjust the planting plan as requested by the Town Engineer and Environmental Planner prior to construction plan approval to ensure compliance with the stormwater and vehicle accommodation area shading requirements of the LUO;
3. That prior to construction plan approval, the applicant receive a driveway permit from NCDOT in accordance with any conditions imposed by such agency including but not limited to encroachment / maintenance agreements for lighting and sidewalks;
4. That subject to NCDOT approval, the applicant shall provide 6-feet of extra pavement on both sides of Eubanks Road where improvements are required. The 6-foot sections shall serve as bike lanes;
5. That, prior to construction plan approval, the bike lane arrangements in the vicinity of the roundabout and within the proposed collector street shall be designed to comply with their related specifications as identified in the Federal Highway Administration's *Roundabouts: An Informational Guide*, and the *Manual of Uniform Traffic Control Devices*;
6. That prior to construction plan approval the applicant obtain all necessary approvals and permits from OWASA for the school's proposed on- and off-site water and sewer improvements to serve the school. Further, that all such work be completed in accordance with any conditions imposed by such agency, and that all such lines be operable prior to occupancy of the school;
7. That prior to construction plan approval, the applicant receive any necessary off-site easements for installation of water and sewer lines;
8. 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;
9. That the applicant provide to Orange County Solid Waste Department a solid waste management plan prior to construction plan approval. Further, that the construction plans include Orange County Solid Waste in the list of agencies participating in the preconstruction meeting for the project;
10. That the developer shall include a detailed stormwater system maintenance plan. This maintenance plan shall specify the entity responsible for performance of all elements of this maintenance plan, shall indicate how that entity will fund said maintenance, and shall clearly indicate that the Town of Carrboro is not responsible for these activities. The maintenance plan shall include scheduled maintenance activities for each stormwater best management practice (BMP) in the development, (including but not limited to cisterns, bio-retention areas, swales, constructed wetlands, level spreaders, energy dissipaters, and buffers), performance evaluation protocol for each BMP, and frequency of self-inspection and self-reporting requirements (including a proposed inspection/reporting template clearly indicating how often reports will be submitted to the Town of Carrboro) for maintenance and performance of each BMP. The maintenance plan

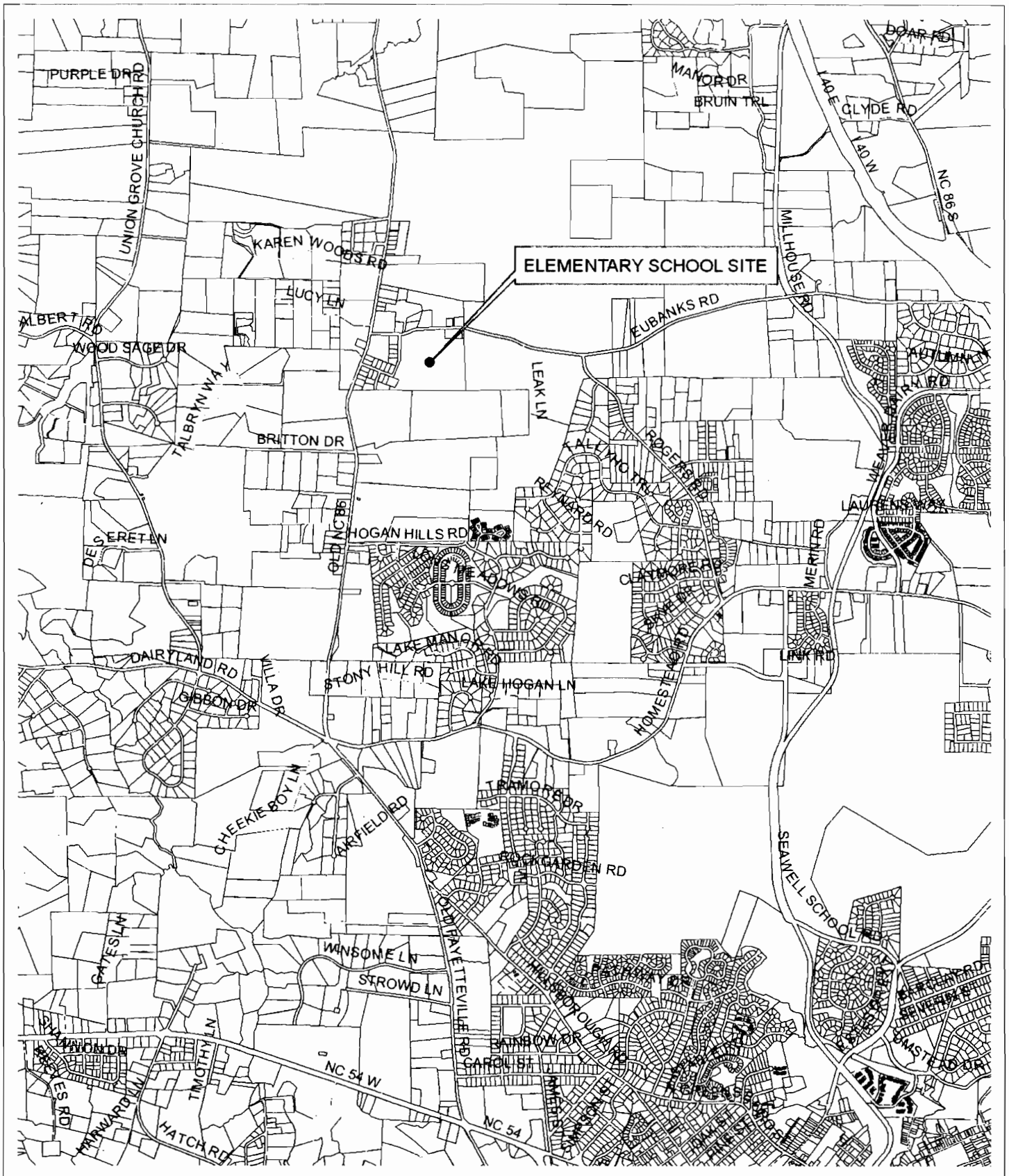
and supporting documentation shall be submitted to the Town Engineer and Environmental Planner for approval prior to construction plan approval. Upon approval, the maintenance plan and supporting documentation shall be included in the construction drawings and school system's documentation to ensure the long-term maintenance of the BMPs;

11. That the applicant 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 and that the applicant submit letters from all applicable utility companies certifying that the project can be served via the existing infrastructure;
12. That the applicant include light fixture details, and additional details on the lighting plan as requested by the Public Works Department and Environmental Planner prior to construction plan approval, in order for Public Works to determine compliance with the Town's street lighting policy and for the Environmental Planner to determine compliance with Section 242 & 243 of the LUO. Further, that all proposed street and site lights be full cutoff fixtures;
13. That prior to construction plan approval, general information about the typical hours of operation for the light fixtures be included on the plans. This information should disclose whether the lights will be manually-controlled or placed on automatic timers;
14. That the applicant submit an application for annexation of the school property to the Town, prior to occupancy of the school;
15. That prior to the construction plan approval layout details for the basketball court and specific playground equipment details be shown on the plans;
16. That prior to issuance of the certificate of occupancy, the school district work with Town Police and Fire staff to develop a traffic management plan to be put in place during peak use events at the school;
17. That the Board accepts the applicant's justification for exceeding the presumptive parking standards of Section 15-291 by providing 102 spaces. As represented in the applicant's letter, this deviation is justified because of the school district's experience with Rashkis elementary school (which is the prototype for Elementary School #10) and because better serves the parking needs of elementary school programs which include substantial parental participation;
18. That the sidewalk / greenway trail beginning at the southern property line and terminating at the bus drop-off area exhibit compliance on the construction plans with the greenway facilities specifications identified in the AASHTO Guide for the Development of Bicycle Facilities and in the Town of Carrboro Comprehensive Master Plan for Recreation and Parks;
19. That prior to construction plan approval the applicant must provide staff with a copy of written correspondence with appropriate agencies acknowledging that any disturbances are included in the total wetlands impacts information provided for the project, including the proposed sanitary sewer extension;
20. That the planting plans not include any of the invasive species listed in Appendix 3 of the Land Use Ordinance and that the planting plan for the stormwater devices and the "constructed drainage" be further reviewed for plant species suitability for the intended function of the device and that the approved construction plans include planting plans indicating the precise breakdown and type of trees, woody

shrubs, and herbaceous plants in each bioretention area and around and in each vehicle accommodation area.

21. That prior to construction plan approval, the tree planting detail be replaced with the Town of Chapel Hill, December 2006 Tree Planting Detail;
22. That prior to approval of the construction plans, the applicant further modify the step-by-step, narrative erosion control construction sequence such that the Environmental Planner can determine that erosion and sedimentation risks to downstream water bodies have been minimized through careful planning and staging of the construction of the enhanced drainage way, removal of the large sediment basin, and construction of the southern retaining wall;
23. That all of the project's state and federal notification, permit, and flood hazard area mapping requirements be satisfied prior to construction plan authorization;
24. That the sidewalk that passes in front of the dumpster area adjacent to the bus loading area be extended out to the connector road along the southern edge of the bus loading area and driveway.
25. That prior to construction plan approval, any easement associated with a cross-pipe located under a public right-of-way be labeled "Public".

# Vicinity



## TOWN OF CARRBORO

## LAND USE PERMIT APPLICATION



DATE: 06/30/06

FEE: ~~5532~~ \$5532

APPLICANT: Cesky Redfoot Jack, Inc.	OWNER: Chapel Hill Carrboro City Schools
ADDRESS: 222 Cloister Court	ADDRESS: 750 South Merritt Mill Road
CITY/STATE/ZIP: Chapel Hill, NC 27514	CITY/STATE/ZIP: Chapel Hill, NC 27516
TELEPHONE/FAX: PHONE: 401-8586 FAX: 493-7306	TELEPHONE/FAX: PHONE: 967-8211 FAX: 969-2474
LEGAL RELATIONSHIP OF APPLICANT TO PROPERTY OWNER: Architect / Engineer	TAX MAP(S), BLOCK(S), LOT(S): 7.23 C.1
PROPERTY ADDRESS: Eubanks Road	PROPOSED LAND USE & USE CLASSIFICATION: 5.110 Elementary Schools
PRESENT LAND USE & USE CLASSIFICATION: VACANT	LOT AREA: 17.72 Acres 772,169 Square Feet
ZONING DISTRICT(S) AND AREA WITHIN EACH (including Overlay Districts): RR 43.805 AC. (1,908,146 SF)	
# OF BUILDINGS TO REMAIN: —	GROSS FLOOR AREA: — square feet
# OF BUILDINGS PROPOSED: 1	GROSS FLOOR AREA (of proposed building or proposed addition): 90,645 square feet

NAME OF PROJECT/DEVELOPMENT: Elementary School #10

TYPE OF REQUEST	INFORMATION REQUESTED (Refer to Attached Key)
SUBDIV. FINAL PLAT	1, 18, 19, 21, 23, 31, 33, 34, 36
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) Residential Infill & Additions	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:

DATE: 06/28/06

OWNER:

DATE



June 22, 2006

Mayor Mark Chilton  
Carrboro Town Hall  
Main Street  
Carrboro, NC 27510

Dear Mayor Chilton:

As you know, the Board of Education has plans to construct its tenth elementary school on the Twin Creeks site in the northwest corner of your planning jurisdiction. This school is needed to accommodate our projected student enrollment, which continues to grow at a steady pace. In fact, our elementary schools will exceed 100% of their capacity next year, and we expect to exceed the 105% Level of Service in 2007-08. If this happens, it will trigger provisions in the Schools Adequate Public Facilities Ordinance (SAPFO) that will not allow us to issue CAPS for new residential construction within the boundaries of the school district until the new elementary school opens.

Financial constraints have inhibited our ability to move forward with this project on as timely of a basis as we would have preferred. Nevertheless, we have proceeded with the front-end of the planning process and have submitted preliminary plans for the school to your planning department. We expect to submit a formal application by July 1, 2006.

Last night the Orange County Board of Commissioners approved a resolution in support of Elementary 10 with a commitment to study financing alternatives that would make it possible to open the school in 2008-09. The Commissioners did not reach a decision as to whether funding for a 2008 opening is feasible but stated they would move forward at their August 31, 2006 meeting after an investigation of options by their staff.

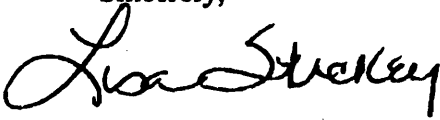
Although the schedule would be very tight and would require the utmost cooperation of all parties, we believe that this deadline can be met and want to be prepared to meet it. In order to do so, however, we must receive a Conditional Use Permit and a building permit before the end of December 2006. Therefore, we are formally requesting that the Carrboro Aldermen approve an expedited review of this project that would make it possible for us to meet this deadline.



**Attachment E-2**

**We also encourage you to take any other steps that would expedite the process, including the separate review of the parcel of land required for the elementary school from the remainder of the property. Thank you for any consideration that you can give that will expedite this project.**

**Sincerely,**

A handwritten signature in black ink, appearing to read "Lisa Stuckey". The signature is fluid and cursive, with the first name "Lisa" and last name "Stuckey" clearly distinguishable.

**Lisa Stuckey, Chair**

**Cc: Sarah Williamson  
Steve Stewart**

**REQUEST FOR EXPEDITED REVIEW OF THE DEVELOPMENT PLANS FOR ELEMENTARY SCHOOL #10**

Chapel Hill Carrboro City Schools have requested expedited review of the proposed Elementary School #10 to be located on the Twin Creeks Park site. The town staff requested direction from the Board concerning this request.

Lisa Stuckey, Chair of the Chapel Hill-Carrboro City School Board, stated that the Orange County Board of County Commissioners were considering this matter at their meeting tonight and receiving a presentation from the School System about moving this project forward so that this school can open in 2008. For that to happen they need to move quickly through the Carrboro development review process.

Alderman Haven-O'Donnell asked about the cost of expanding the gymnasium to provide for adult recreation.

Bill Mullen, with the Chapel Hill-Carrboro City Schools, said it would cost approximately \$1 million.

MOTION WAS MADE BY ALEX ZAFFRON AND SECONDED BY JOHN HERRERA TO PRIORITIZE THIS PROJECT TO PROVIDE FOR EXPEDITED REVIEW. VOTE: AFFIRMATIVE ALL

\*\*\*\*\*

**HOMESTEAD/HIGH SCHOOL ROAD IMPROVEMENTS**

Alderman Zaffron stated that the High School Roads Safety Task Force had received notification from NCDOT that they have to re-advertise for bids for the improvements to the intersection of Homestead/High School Road. They plan to re-advertise this fall after the utilities have been relocated.

\*\*\*\*\*

**NEW HORIZONS TASK FORCE SURVEYS**

Alderman Haven-O'Donnell stated that the deadline for submission of New Horizons Task Force surveys had been extended to July 6<sup>th</sup>.

\*\*\*\*\*

MOTION WAS MADE BY ALEX ZAFFRON AND SECONDED BY JOAL HALL BROUN TO ADJOURN THE MEETING AT 10:10 P.M. VOTE: AFFIRMATIVE ALL

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Mayor

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Town Clerk



# CORLEY REDFOOT ZACK INC.

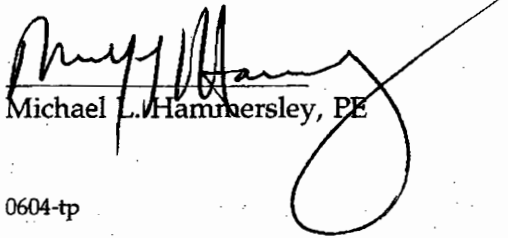
ARCHITECTS • ENGINEERS • PLANNERS

November 27, 2006

ELEMENTARY SCHOOL #10  
Chapel Hill-Carrboro City Schools  
Carrboro, NC  
CRZ #0604

## TREE REMOVAL

The Elementary School #10 project will require removal of numerous trees in order to build the new facility. No rare trees were noted on the survey. The significant trees to be removed are labeled on the Existing Conditions Plan. These trees were located in accordance with Section 15-316 of the Town Ordinance. There are 13 trees (18"±-D) designated to be removed, 12 pines and one white oak tree (which is dying). Tree protection fencing will be utilized to protect the clearing areas on the site. No construction activities or storage is allowed within the tree protection areas.



Michael L. Hammersley, PE

0604-tp



# CORLEY REDFOOT ZACK INC.

ARCHITECTS • ENGINEERS • PLANNERS

November 27, 2006

ELEMENTARY SCHOOL #10  
Chapel Hill-Carrboro City Schools  
Carrboro, NC  
CRZ #0604

## BUFFER ENCROACHMENT REQUEST

The new elementary school is located south of Eubanks Road and East of Dromoland Lane. This site contains a series of existing drainage features running across the site and converging to exit the site to the South onto the remaining portion of the County property. The drainageway which crosses Dromoland Road and heads southwest was investigated by the Corps of Engineers and that review is noted on the Existing Conditions Plan. This drainageway is protected and left undisturbed by this project.

The second drainageway which crosses this property is from and an 18" stormdrain under Eubanks Road near the northeastern corner of the property. This drainageway continues to the southwest, across the property, and has been altered over time so that it leaves the channel and runs into a flat, unchanneled area for at least 300'. The drainageway then rechannels and moves to a point of intermittent encapsulation which is below an existing spring and a natural rock outcropping. The proposed design relocates this drainageway to the eastern edge of the property and then along the south side to meet and abut the existing rock outcropping noted above. (This relocation is needed to accommodate the proposed development on the site.) The current design provides an enhanced buffer for this drainageway and, along with the buffer, will allow for revegetation of the stream channel, with riffles and pocket wetlands. This area will utilize native species and a diversity of plants so that it can be used as an educational tool for the school and the community at large. In addition to the educational areas, the majority of this area will be reforested to protect the drainageway for the future.

  
Michael L. Hammersley, PE

0604-buf.2



STATE OF NORTH CAROLINA  
**DEPARTMENT OF TRANSPORTATION**

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

November 17, 2006

**ORANGE COUNTY**

Lyle Overcash, PE  
Martin, Alexiou, Bryson  
4000 Westchase Blvd.  
Suite 530  
Raleigh, NC 27607

Subject: Proposed Chapel Hill/Carrboro Elementary School #10  
Review of Traffic Impact Analysis

Dear Mr. Overcash,

This office has reviewed the traffic impact analysis and addendum as well as the proposed site plan for the above project. We provide the following comments and road improvements required to mitigate the anticipated traffic impacts of the proposed school.

**General**

The Chapel Hill/Carrboro City Schools proposes to construct a new elementary school (620 students) along SR 1727, Eubanks Road east of SR 1009, Old NC 86. The proposed site is adjacent to a planned north-south connector road. A portion of this road is to be constructed as part of the school site development with extension to be completed by others at an unspecified future date. In addition, a future middle school (732 students) is planned with a possible build out date of 2014. On September 1, 2006 representatives from The Town of Carrboro, The Chapel Hill/Carrboro City Schools, Martin, Alexiou, Bryson (MAB), Corley, Redfoot, and Zack, and NCDOT met to discuss the required roadway and parking geometry for the project. A consensus was reached to construct a roundabout at the proposed Eubanks Road/Connector Road intersection and to construct a conventional T-intersection at the proposed School Drive/Connector Road intersection with stop control. The school site must also provide the required internal queue length in order to ensure proper internal traffic operations and prevent queue impacts to the adjacent road network.. Additional roadway improvements were also identified at the

intersection of Eubanks Road and Old NC 86. MAB conducted additional analysis of this proposed geometry and submitted an addendum the TIA dated September 19, 2006.

### **Required Roadway Improvements**

The following are the road improvements required of the applicant.

#### **Old NC 86 and Eubanks Road Intersection**

This office concurs with the TIA recommendations as follows:

Re-construct the intersection geometry to improve sight distance. NCDOT is currently working with the Chapel Hill/Carrboro City Schools to determine the feasibility of this work.

Widen the westbound approach to provide a right turn lane and a left turn lane with 250' of full storage and appropriate transition tapers.

Widen the southbound approach to provide a through lane and an exclusive left turn lane with 100' of full storage and appropriate transitions tapers.

Widen the northbound approach to provide a through lane and an exclusive right turn lane with 150' of full storage and appropriate transition tapers.

#### **Eubanks Road and Proposed Connector Road Intersection**

Construct a single lane roundabout with single lane approaches meeting current FHWA guidelines to accommodate a WB-67 design vehicle. The roundabout shall be properly illuminated and shall have appropriate pavement markings and signing.

#### **Proposed Connector Road and School Driveway Intersection**

This intersection shall be located no less than 325' south of the proposed roundabout at Eubanks Road.

Provide a single egress and a single ingress lane on the proposed school driveway. Provide for future expansion of an exclusive right turn egress with approximately 250' of full storage.

Provide a single southbound through-right lane on the connector road and provide for future expansion of an exclusive right turn lane with approximately 150' of full storage.

Provide for future expansion of the southbound connector road to accommodate a three-lane section.

**Internal Traffic Queue Storage Requirement**

Provide a minimum of 1030' of on site storage for student pick-up /drop- off. And provide a minimum of 500' of storage along the driveway stem to accommodate the anticipated egress queues at the school driveway/connector road intersection.

**General Requirements**

No other improvements are identified at the various other intersections included in the TIA in order to mitigate the site impacts of this project at this time.

The pavement design for road improvements within the right of way shall be 10" of Asphalt Base Course Type B25.0 B in two 5" lifts and 2.5" of Asphalt Surface Course Type S 9.5A in two 1.25" lifts. The final lift shall be a full width overly in areas within the construction limits.

All pavement markings shall be thermoplastic. Pavement markers shall be installed if they previously existed on the roadway.

The Applicant shall be responsible for the installation of any additional highway signs that may be necessary due to these improvements and shall comply with the requirements of the MUTCD.

The Applicant shall dedicate any additional right of way necessary to accommodate the road improvements.

It is necessary to obtain an approved driveway permit and/or encroachment agreement prior to performing work on the NCDOT right of way. An approved permit will be issued upon receipt of approved roadway and signal construction plans, inspection fee, and any necessary performance and indemnity bonds.

Please share this information with your client. Feel free to contact me if you have any questions.

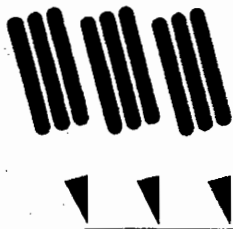
Sincerely,



C. N. Edwards Jr., PE  
District Engineer

Cc: J. M. Mills

Jim Dunlop, NCDOT Congestion Management  
Joel Cranford, NCDOT Municipal School Transportation  
Marty Roupe, Town of Carrboro  
Dale McKeel, Town of Carrboro  
Craig Benedict, Orange County  
Mike Hammersly, Corley Redfoot and Zack



# CORLEY REDFOOT ZACK INC.

ARCHITECTS • ENGINEERS • PLANNERS

November 13, 2006

ELEMENTARY SCHOOL #10  
Chapel Hill-Carrboro City Schools  
Carrboro, NC  
CRZ #0604

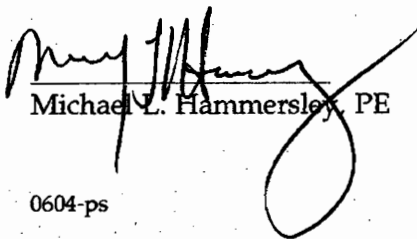
## PARKING SPACES

The number of parking spaces for the new Elementary School #10 must exceed the existing parking requirements as shown in the Town Ordinance. This increase is due to the daily demand for parking spaces at the School. Special events will require even more spaces. The School plan as shown is for 102 spaces, in lieu of the 53 spaces required by ordinance. Although this is considerably more than the ordinance, it is a reduction from the two newest elementary schools in the Chapel Hill-Carrboro City Schools System. Mary Scroggs Elementary has 120 spaces, and at Rashkis Elementary, there are 118.

The additional spaces beyond the required teacher and staff spaces are needed each day for special programs and parental participation, which is high at the elementary school level.

In addition to the automobile parking spaces at the School, the site plan provides 88 bicycle parking spaces, a greenway path system and sidewalks throughout the site.

There are car-pooling spaces located near the front of the school as a part of the Schools system's Transportation Plan.

  
Michael L. Hammersley, PE

0604-ps





To: Neil Pedersen  
Superintendent  
From: Steve Scroggs  
Assistant Superintendent for Support Services  
Re: Prototype for Elementary Number 10  
Date: January 23, 2006

Support Services is returning to the Board of Education a recommendation that Rashkis Elementary School be used as the prototype for the next elementary school to be built on the Twin Creeks site. The Board discussed several of the factors that would make Rashkis a more expedient and environmentally correct choice. These are reviewed below.

1. Rashkis complies with Board Policy 9040 and would not require any redesign to comply with the high performance building standards.
2. Rashkis is an environmentally friendly building, even though it has the larger footprint.
  - a. With high performance lighting and day lighting, utility costs are reduced. Natural lighting provides a better quality of light for the classrooms.
  - b. The impact of the Rashkis on storm water runoff is minimal due to the rain water catchment system that reuses rainwater for water closet and irrigation purposes. This system more than compensates for the increase in impervious surface.
  - c. Photovoltaics help provide energy to the grid thus reducing dependence on oil, coal or nuclear generation
  - d. Solar hot water assists reduces natural gas consumption.
3. Design costs could be reduced. Major savings would be generated in the areas of concept and schematic design. Other areas such as construction documents, bidding and furniture bidding would not produce financial savings.
4. The building is already designed with a community gym. Both the Town of Carrboro and Orange County will be contacted to ascertain possible interest. It would be easier to reduce the space than enlarge it if funding is not available.
5. There are fewer areas that would require redesign in the Rashkis model. Scroggs would require a total HVAC redesign to alleviate the noise issues.
6. The mechanical mezzanine at Rashkis has been very successful allowing workers to repair systems without disturbing classes.
7. A potential advantage exists in the schedule if funding for the school becomes available soon. Any opening in 2009 would remove the time advantage.

Both models face some of the same difficulties and these were not considered in the recommendation.

1. Both models will be constrained by buffer requirements and stream protection areas. Playground locations would have to be flexible and minor modifications in Kiss and Go lanes would be required.
2. Both models have one main entry road with both car and bus traffic entering on the same drive. A reexamination would be required to see if a second entry way would be practical and possible.
3. There is no difference in construction costs for a single or two story building.
4. Neither design has an impact on off site utilities and their expense.
5. Neither design impacts the connector road required by the Town of Carrboro.
6. Both designs can be appropriately oriented on the site.

Both Principals at Rashkis and Scroggs have been contacted and asked what changes their schools would benefit from. Scroggs Elementary clearly has an issue with the HVAC system and the noise it generates in the classroom. Another design issue has been the single serving line in the cafeteria. With 30 classes to be served, lunch times start earlier and earlier. The same problem exists in several of the elementary schools. No design changes would be requested at Rashkis. The principal is very pleased with the design finds it very functional.

Based on the information presented, Support Services recommends that Rashkis Elementary School be selected as the prototype for the next elementary school built at the Twin Creeks Park and Educational Campus site.

**Resolution:** Be it, therefore, resolved that the Board of Education selects the design for Rashkis Elementary School as the prototype for the next elementary school to be built on the Twin Creek site.

## ELEMENTARY #10 SUMMARY SHEET OF STAFF AND ADVISORY BOARD RECOMMENDATIONS

### *CONDITIONAL USE PERMIT—*

Recommended by	Recommendations
1. Staff, PB	that prior to construction plan approval the applicant provide a copy of an issued NCDENR land disturbing activity permit and formally invite Orange County Erosion Control to voluntarily inspect the site during construction via a letter that is copied to the NC Land Quality Section Regional Engineer, Raleigh Regional Office.
2. Staff, PB	that the applicant adjust the planting plan as requested by the Town Engineer and Environmental Planner prior to construction plan approval to ensure compliance with the stormwater and vehicle accommodation area shading requirements of the LUO.
3. Staff, PB	that prior to construction plan approval, the applicant receive a driveway permit from NCDOT in accordance with any conditions imposed by such agency including but not limited to encroachment / maintenance agreements for lighting and sidewalks.
4. Staff, PB	that subject to NCDOT approval, the applicant shall provide 6-feet of extra pavement on both sides of Eubanks Road where improvements are required. The 6-foot sections shall serve as bike lanes.
5. Staff, PB	that, prior to construction plan approval, the bike lane arrangements in the vicinity of the roundabout and within the proposed collector street shall be designed to comply with their related specifications as identified in the Federal Highway Administration's <i>Roundabouts: An Informational Guide</i> , and the <i>Manual of Uniform Traffic Control Devices</i> .
6. Staff, PB	that prior to construction plan approval the applicant obtain all necessary approvals and permits from OWASA for the school's proposed on- and off-site water and sewer improvements to serve the school. Further, that all such work be completed in accordance with any conditions imposed by such agency, and that all such lines be operable prior to occupancy of the school
7. Staff, PB	that prior to construction plan approval, the applicant receive any necessary off-site easements for installation of water and sewer lines.
8. Staff, PB	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.
9. Staff, PB	that the applicant provide to Orange County Solid Waste Department a solid waste management plan prior to construction plan approval. Further, that the construction plans include Orange County Solid Waste in the list of agencies participating in the preconstruction meeting for the project.

10. Staff, PB	that the developer shall include a detailed stormwater system maintenance plan. This maintenance plan shall specify the entity responsible for performance of all elements of this maintenance plan, shall indicate how that entity will fund said maintenance, and shall clearly indicate that the Town of Carrboro is not responsible for these activities. The maintenance plan shall include scheduled maintenance activities for each stormwater best management practice (BMP) in the development, (including but not limited to cisterns, bio-retention areas, swales, constructed wetlands, level spreaders, energy dissipaters, and buffers), performance evaluation protocol for each BMP, and frequency of self-inspection and self-reporting requirements (including a proposed inspection/reporting template clearly indicating how often reports will be submitted to the Town of Carrboro) for maintenance and performance of each BMP. The maintenance plan and supporting documentation shall be submitted to the Town Engineer and Environmental Planner for approval prior to construction plan approval. Upon approval, the maintenance plan and supporting documentation shall be included in the construction drawings and school system's documentation to ensure the long-term maintenance of the BMPs.
11. Staff, PB	that the applicant 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 and that the applicant submit letters from all applicable utility companies certifying that the project can be served via the existing infrastructure.
12. Staff, PB	that the applicant include light fixture details, and additional details on the lighting plan as requested by the Public Works Department and Environmental Planner prior to construction plan approval, in order for Public Works to determine compliance with the Town's street lighting policy and for the Environmental Planner to determine compliance with Section 242 & 243 of the LUO. Further, that all proposed street and site lights be full cutoff fixtures.
13. Staff, PB	that prior to construction plan approval, general information about the typical hours of operation for the light fixtures be included on the plans. This information should disclose whether the lights will be manually-controlled or placed on automatic timers.
14. Staff, PB	that the applicant submit an application for annexation of the school property to the Town, prior to occupancy of the school.
15. Staff, PB	that prior to the construction plan approval layout details for the basketball court and specific playground equipment details be shown on the plans.
16. Staff, PB	that prior to issuance of the certificate of occupancy, the school district work with Town Police and Fire staff to develop a traffic management plan to be put in place during peak use events at the school.
17. Staff, PB	that the Board accepts the applicant's justification for exceeding the presumptive parking standards of Section 15-291 by providing 102 spaces. As represented in the applicant's letter, this deviation is justified because of the school district's experience with Rashkis elementary school (which is the prototype for Elementary School #10) and because better serves the parking needs of elementary school programs which include substantial parental participation.
18. Staff, PB	that the sidewalk / greenway trail beginning at the southern property line and terminating at the bus drop-off area exhibit compliance on the construction plans with the greenway facilities specifications identified in the AASHTO Guide for the Development of Bicycle Facilities and in the Town of Carrboro Comprehensive Master Plan for Recreation and Parks.

19. Staff, PB	that prior to construction plan approval the applicant must provide staff with a copy of written correspondence with appropriate agencies acknowledging that any disturbances are included in the total wetlands impacts information provided for the project, including the proposed sanitary sewer extension.
20. Staff, PB	that the planting plans not include any of the invasive species listed in Appendix 3 of the Land Use Ordinance and that the planting plan for the stormwater devices and the "constructed drainage" be further reviewed for plant species suitability for the intended function of the device and that the approved construction plans include planting plans indicating the precise breakdown and type of trees, woody shrubs, and herbaceous plants in each bioretention area and around and in each vehicle accommodation area.
21. Staff, PB	that prior to construction plan approval, the tree planting detail be replaced with the Town of Chapel Hill, December 2006 Tree Planting Detail.
22. Staff, PB	that prior to approval of the construction plans, the applicant further modify the step-by-step, narrative erosion control construction sequence such that the Environmental Planner can determine that erosion and sedimentation risks to downstream water bodies have been minimized through careful planning and staging of the construction of the enhanced drainage way, removal of the large sediment basin, and construction of the southern retaining wall.
23. Staff, PB	that all of the project's state and federal notification, permit, and flood hazard area mapping requirements be satisfied prior to construction plan authorization.
24. Staff, PB	that the sidewalk that passes in front of the dumpster area adjacent to the bus loading area be extended out to the connector road along the southern edge of the bus loading area and driveway.
25. Staff, PB	that prior to construction plan approval, any easement associated with a cross-pipe located under a public right-of-way be labeled "Public".
26. PB	that the Planning Board requests that the Board of Aldermen asks The Chapel Hill-Carrboro City Schools to allow ongoing community usage of the outside play areas of Elementary School #10.
27. PB	that the Town of Carrboro provide funding to enable a full sized gymnasium to be built at Elementary School #10, such as was provided by the Town of Chapel Hill at Rashkis Elementary and by the Town of Cary at Green Hope Elementary.
28. PB	that the Board of Aldermen works to site high density, residential development within one-quarter mile of the new elementary school to take advantage of school facilities.
29. EAB	that evidence that adequate consideration has been given to alternative site designs for the greater Twin Creeks site that would encourage healthier lifestyles among future generations of Carrboro students, reduce automobile dependence, and foster the community and environmental values that the people of Carrboro hold dear. The EAB feels that the findings against the Citizen Plan #3 site redesign proposal in the December 6, 2004 memorandum presented to the Board of County Commissioners were not compelling given their preliminary nature.
30. EAB	that greater discussion should be given to the possibility of shifting the connector road to the east, considering that the use of a traffic circle could reduce the line-of-sight issues imposed by the curve in Eubanks Rd.
31. EAB	that CHCCS too easily dismissed alternative school designs with a smaller footprint, such as Scroggs, and instead tried to tailor the site to the Rashkis design.

32. EAB	<p><b>Should the Board of Aldermen decide to approve this plan, the EAB would recommend that the staff recommendations be accepted with the following additional conditions:</b></p> <p>that the Greenway connecting the elementary school to the neighborhoods to the south be developed in conjunction with the extension of the sewer line to the site to provide multimodal transportation alternatives.</p>
33. EAB	<p><b>Should the Board of Aldermen decide to approve this plan, the EAB would recommend that the staff recommendations be accepted with the following additional conditions:</b></p> <p>that the applicant address the imminent traffic problems posed by the current plan by considering alternate traffic scenarios such as an alternate drop-off point (preferably more centrally located), similar to a commuter lot, where busses could collect children and transport them to school.</p>
34. EAB	<p><b>Should the Board of Aldermen decide to approve this plan, the EAB would recommend that the staff recommendations be accepted with the following additional conditions:</b></p> <p>that the applicant should consider a drop-off system in which children utilizing the bus enter the main entrance, while those relying on private cars enter a secondary entrance to reinforce the use of the bus/mass transit. This would likely be a more efficient traffic flow for pedestrians entering the school.</p>
35. TAB	<p>The Transportation Advisory Board (TAB), which considers Carrboro to be a town that prides itself on walkability, on efforts to promote safe routes to school, and on alternative forms of transportation, cannot, in good conscience, recommend approval of a school sited in such a way as to certainly generate a dependency on cars, due to its distance from any residential development.</p> <p>The TAB has not received a good explanation of why the southern portion of the county property was not used for the elementary school (as was first suggested over two years ago, before this project ever came before us). We continue to feel that the school should be closer to the existing neighborhoods. We feel we must oppose this plan as currently presented.</p>
36. TAB	<p><b>Should the Board of Aldermen decide to approve this plan, the EAB would recommend that the staff recommendations be accepted with the following additional conditions:</b></p> <p>that the bike racks be covered (as they are at Rashkis Elementary School).</p>
37. TAB	<p><b>Should the Board of Aldermen decide to approve this plan, the EAB would recommend that the staff recommendations be accepted with the following additional conditions:</b></p> <p>that the currently painted area in the center of the connector road be replaced with a raised, planted median.</p>
38. TAB	<p><b>Should the Board of Aldermen decide to approve this plan, the EAB would recommend that the staff recommendations be accepted with the following additional conditions:</b></p> <p>that a roundabout be considered for the improvements at the intersection of Eubanks Road and Old NC 86, as well as giving attention to safe pedestrian crossings at that intersection.</p>

39. TAB	<p><b>Should the Board of Aldermen decide to approve this plan, the EAB would recommend that the staff recommendations be accepted with the following additional conditions:</b></p> <p>that the TAB also continues to have concerns about the capability of the current traffic design to handle traffic during periods of inclement weather or other emergency situations.</p>
40. NTA	<p>that the NTAAC strongly supports the approved Master Plan for the Twin Creeks Park and school properties as developed by the Task Force that included members of the Carrboro Town Board, Town staff and citizens, as well as the careful work over multiple years of the Orange County Staff and Board of County Commissioners. The NTAAC strongly recommends that the Elementary School site be located as proposed under the Master Plan and as proposed by the School System. The issue of whether to switch the park and school sites has already been evaluated by a subcommittee of the Board of Commissioners which also included school officials and by all of the Commissioners.</p>
41. NTA	<p>That the applicant is proposing the relocation of a stream on the property. As to this relocation, it is recommended that:</p> <ul style="list-style-type: none"> <li>a. that every effort will be made to insure that there be an opportunity for continuous flow of water through drainage or natural springs;</li> <li>b. that construction of the new stream channel be supervised by Becky Ward of Ward Consulting Engineers, at all times to ensure that the contractor or subcontractors for the project build the channel as specified on the plans;</li> <li>c. that Becky Ward supervise the planting of native plants along the new stream to be specified on the plans in terms of amount, type and location and for one year thereafter to ensure that the plants survive;</li> <li>d. that the School be required to post a bond to replace any plantings along the new stream that die for a period of two years; that the School be required to maintain the plantings along the stream as part of the CUP.</li> </ul>
42. NTA	<p>that adequate erosion and sedimentation control measures should be required to be in place to prevent downstream erosion and sedimentation in Jones and Bolin Creeks, and that said erosion and sedimentation control measures and enforcement thereof be ensured through supervision throughout the construction of the school by Becky Ward and a specified person from the Carrboro Planning/Zoning Department with expertise in erosion and sedimentation control.</p>
43. NTA	<p>that in accordance with previous approved resolutions by the Board of Aldermen, the TAB and the NTAAC, the speed limit on Old N.C. 86 between Calvander and its intersection with Eubanks Road and on the approaches to and from the school on Eubanks Road be reduced to 35 m.p.h.</p>
44. NTA	<p>that the sight distance problem at the intersection of Eubanks Road and Old NC 86 be repaired to improve safety, or, if not improved immediately, temporary measures are employed to improve the situation.</p>
45. NTA	<p>that a sign be placed addressing northbound traffic, north of Dublin Road, informing motorists of the upcoming Eubanks Road intersection to prevent the now common occurrence of Dublin Road being mistakenly used by traffic seeking a westbound road and traffic headed to the landfill.</p>
46. NTA	<p>that all natural springs should be preserved on the site of the school.</p>

47. NTA	<p>that with regard to the construction of any sewer line to service the school, it is strongly recommended by the NTAAC as follows:</p> <p>a. That the sewer line extension be built on the east rather than the west side of Jones Creek. Pursuant to the County's Master Plan and for other reasons, the west side of the creek should be protected and preserved as a natural plant life area and wild life corridor with walking trails that could be created with sidewalks to preserve the vegetation along the stream. In addition, the property to the west side of the stream is slated for use for further school and/or county buildings whose access to the sewer line would be made easier with this proposed location.</p> <p>b. that the width of the easement of the sewer line be twenty feet (20) to ensure the least amount of destruction of the plant and tree life along Jones Creek.</p> <p>c. that the sewer line be set back from the edge of the creek fifty feet.</p>
48. NTA	<p>that the Connector Road, bike lanes and sidewalks from Hogan Farms Subdivision be completed, or at a minimum, planned, as part of this project so that students and parents living in Hogan Farms and adjoining subdivisions along Homestead Road can travel to and from the school. A formula should be developed to require any private developer developing undeveloped property which may get the benefit of access to the Connector Road to pay toward the construction of the road as if said road was part of the development plan submitted for CUP. The proposed placement of the connector road's connection with Eubanks Road and its use as the entrance for the school should be carefully evaluated so make sure that such a double use not interfere with the reasonable and efficient use of the connector road for motor vehicle traffic coming to and from Eubanks Road from Homestead Road and Lake Hogan Farms.</p>
49. NTA	<p>with regard the applicant's proposed lighting plan, the NTAAC believes the lighting to be excessive in comparison to other schools in the Chapel Hill Carrboro school district and recommends less lighting according to the following guidelines:</p> <p>a. that the overall lighting plan conform to the requirements and restrictions as outlined in the proposed lighting ordinance forwarded to the Board of Aldermen by the NTAAC in March of 2004.</p> <p>b. that there be cutoff switches for lighting not needed after 11:00 p.m.</p>
50. NTA	<p>that the School should be required to post a bond to finance any repairs to the overall stormwater management system which includes numerous bio-retention areas, cisterns, pipes, stormwater treatment devices and underground detention for a several year period.</p>
51. NTA	<p>that the Board of Aldermen is strongly urged to walk not only the proposed school property but also the adjoining Twin Creek Park property and particularly the Buckhorn Creek corridor before the CUP public hearing.</p>
52. NTA	<p>that every means should be used to prevent Dromoland and Dublin from being used either as a cut-through to avoid the intersection of Old N.C. 86 and Eubanks Road, or, as kiss and go lane for student drop-off, or, as de-facto school parking.</p>
53. NTA	<p>that careful review should be made of the full alignment of the connector road from Hogan Farms to Eubanks Road to make certain where said road will be placed and to prevent impact of the road on Jones Creek and the Twin Creeks Park.</p>



54. NTA	that a site has identified on the school site that due to the presence of sufficient historic artifacts is recommended for preservation in the County's Cultural and Archaeological Survey and for further investigation for possible nomination for the National Register of Historic Places. The NTAAC recommends that due to the above information, that site not be disturbed and that further investigation be conducted by the County and Town.
55. NTA	<p>that the Northern Transition Area Advisory Committee (NTAAC) is split on the following recommendation:</p> <p>a. the County should not agree to annexation of the property, and the town should not try to annex it. From the County's point of view, annexation would prevent full County participation in the planning of the school and set a precedent for eliminating the County's planning of the adjoining property including the Park, a county park which should remain under the County's control and management. Issues which might support annexation, such as maintenance of the connector road, lights on the right of way, etc. do not justify involuntary annexation.</p>

**Town of Carrboro  
Environmental Advisory Board**



**RECOMMENDATION**

January 4, 2007



*Request from the Environmental Advisory Board that the Board of  
Aldermen deny CHCCS Elementary School #10 based on the following:*

1. The EAB has not found evidence that adequate consideration has been given to alternative site designs for the greater Twin Creeks site that would encourage healthier lifestyles among future generations of Carrboro students, reduce automobile dependence, and foster the community and environmental values that the people of Carrboro hold dear. The EAB feels that the findings against the Citizen Plan #3 site redesign proposal in the December 6, 2004 memorandum presented to the Board of County Commissioners were not compelling given their preliminary nature.
2. The EAB feels that greater discussion should be given to the possibility of shifting the connector road to the east, considering that the use of a traffic circle could reduce the line-of-sight issues imposed by the curve in Eubanks Rd.
3. The EAB feels that CHCCS too easily dismissed alternative school designs with a smaller footprint, such as Scroggs, and instead tried to tailor the site to the Rashkis design.

Should the Board of Aldermen decide to approve this plan, the EAB would recommend that the staff recommendations be accepted with the following additional conditions:

1. That the Greenway connecting the elementary school to the neighborhoods to the south be developed in conjunction with the extension of the sewer line to the site to provide multimodal transportation alternatives.
2. That the applicant address the imminent traffic problems posed by the current plan by considering alternate traffic scenarios such as an alternate drop-off point (preferably more centrally located), similar to a commuter lot, where busses could collect children and transport them to school.
3. In addition, the applicant should consider a drop-off system in which children utilizing the bus enter the main entrance, while those relying on private cars enter a secondary entrance to reinforce the use of the bus/mass transit. This would likely be a more efficient traffic flow for pedestrians entering the school.

Please note that no participating advisory board members have any direct, substantial financial interest in the approval of these amendments.

VOTE: AYES (6) (Goers, Buckner, Cors, Elting, Flanagan, Taylor); NOES (0); ABSENT (1) (Bernstein)

*Lauren Elizabeth Goers* 1/4/07  
Lauren Goers, Chair  
January 4, 2007

**TRANSPORTATION ADVISORY BOARD**

**STATEMENT**

**January 4, 2007**

**SUBJECT:** Elementary School #10 Conditional Use Permit

**NOTE:** This statement is an addendum to the Transportation Advisory Board's December 7, 2006 recommendation (attached) on this project.

**MOTION:** The Transportation Advisory Board (TAB) wishes to state that whereas, the TAB expressed serious concerns in previous reviews regarding the location of the school within the site, and whereas our concerns have not been addressed, we feel compelled to restate our advocacy for reconsideration of the school siting.

Moved: O'Leary

Seconded: Hileman

**VOTE:** **Passed:** 5 – 0: Ayes (Deming, High, Hilcman, O'Leary, Perry);  
Noes (None).

Heidi Perry (by KB)  
Transportation Advisory Board Chair

1/4/07  
Date

**TRANSPORTATION ADVISORY BOARD**

**RECOMMENDATION**

**December 7, 2006**

SUBJECT: Elementary School # 10

MOTION: The Transportation Advisory Board (TAB), which considers Carrboro to be a town that prides itself on walkability, on efforts to promote safe routes to school, and on alternative forms of transportation, cannot, in good conscience, recommend approval of a school sited in such a way as to certainly generate a dependency on cars, due to its distance from any residential development.

The TAB has not received a good explanation of why the southern portion of the county property was not used for the elementary school (as was first suggested over two years ago, before this project ever came before us). We continue to feel that the school should be closer to the existing neighborhoods. We feel we must oppose this plan as currently presented.

Should the Board of Aldermen decide to approve this plan, the TAB would recommend that the staff recommendations concerning traffic be accepted, with the following additional conditions:

1. That the bike racks be covered (as they are at Rashkis Elementary School).
2. That the currently painted area in the center of the connector road be replaced with a raised, planted median.
3. That a roundabout be considered for the improvements at the intersection of Eubanks Road and Old NC 86, as well as giving attention to safe pedestrian crossings at that intersection.

The TAB also continues to have concerns about the capability of the current traffic design to handle traffic during periods of inclement weather or other emergency situations.

Moved: John O'Leary    Second: Tom High

VOTE: Passed 4-0: Ayes (John O'Leary, Dave Deming, Heidi Perry, Tom High); Noes (None).

HEIDI PERRY (202)  
TAB Chair

12 / 8 /06  
Date



TOWN OF CARRBORO

Attachment "K"-12

## PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

### RECOMMENDATIONS

JANUARY 4, 2007

#### Conditional Use Permit Application for Elementary School #10

Motion was made by David Clinton and seconded by Mary Rabinowitz that the Planning Board recommends that the Board of Aldermen approve the CUP Application for Elementary School #10, subject to the conditions recommended by staff.

VOTE: AYES: (6) James Carnahan, David Clinton, Debra Fritz, Lydia Lavelle, Susan Poulton, Mary Rabinowitz; ABSENT/EXCUSED: (2) Seth Chadbourne and Heidi Paulsen; NOES: (2) Matthew Barton and Ande West; ABSTENTIONS: (0).

Motion was made by Matthew Barton and seconded by Debra Fritz that the Planning Board requests that the Board of Aldermen asks The Chapel Hill-Carrboro City Schools to allow ongoing community usage of the outside play areas of Elementary School #10.

VOTE: AYES: (6) Matthew Barton, James Carnahan, Debra Fritz, Lydia Lavelle, Mary Rabinowitz, Ande West; ABSENT/EXCUSED: (2) Seth Chadbourne and Heidi Paulsen; NOES: (2) David Clinton and Susan Poulton; ABSTENTIONS: (0).

Motion was made by Lydia Lavelle and seconded by Mary Rabinowitz that the Town of Carrboro provide funding to enable a full sized gymnasium to be built at Elementary School #10, such as was provided by the Town of Chapel Hill at Rashkis Elementary and by the Town of Cary at Green Hope Elementary.

VOTE: AYES: (7) Matthew Barton, James Carnahan, David Clinton, Lydia Lavelle, Susan Poulton, Mary Rabinowitz and Ande West; ABSENT/EXCUSED: (2) Seth Chadbourne and Heidi Paulsen; NOES: (1) Debra Fritz; ABSTENTIONS: (0).

Motion was made by Matthew Barton and seconded by Ande West that the Planning Board recommends that the Board of Aldermen works to site high density, residential development within one-quarter mile of the new elementary school to take advantage of school facilities.

VOTE: AYES: (7) Matthew Barton, James Carnahan, David Clinton, Debra Fritz, Lydia Lavelle, Mary Rabinowitz, and Ande West; ABSENT/EXCUSED: (2) Seth Chadbourne and Heidi Paulsen; NOES: (1) Susan Poulton; ABSTENTIONS: (0).

  
James Carnahan, Chair

January 5, 2007  
(date)

**NORTHERN TRANSITION AREA**  
**ADVISORY COMMITTEE**

**January 3, 2007**  
**RECOMMENDATIONS**  
*Draft*  
**REGARDING THE CUP FOR THE**  
**ELEMENTARY SCHOOL ON EUBANKS ROAD**

**Committee recommendations:**

The Northern Transition Area Advisory Committee (NTAAC) has unanimously accepted the following proposed recommendations for the Elementary School #10 school proposal on Eubanks Road. (4Ayes, 0 noes)

1. The NTAAC strongly supports the approved Master Plan (date???) for the Twin Creeks Park and school properties as developed by the Task Force that included members of the Carrboro Town Board, Town staff and citizens, as well as the careful work over multiple years of the Orange County Staff and Board of County Commissioners. The NTAAC strongly recommends that the Elementary School site be located as proposed under the Master Plan and as proposed by the School System. The issue of whether to switch the park and school sites has already been evaluated by a subcommittee of the Board of Commissioners which also included school officials and by all of the Commissioners.
2. The applicant is proposing the relocation of a stream on the property. As to this relocation, it is recommended that:
  - a. that every effort will be made to insure that there be an opportunity for continuous flow of water through drainage or natural springs;
  - b. that construction of the new stream channel be supervised by Becky Ward of Ward Consulting Engineers, at all times to ensure that the contractor or subcontractors for the project build the channel as specified on the plans;
  - c. that Becky Ward supervise the planting of native plants along the new stream to be specified on the plans in terms of amount, type and location and for one year thereafter to ensure that the plants survive;
  - d. that the School be required to post a bond to replace any plantings along the new stream that die for a period of two years;
  - e. that the School be required to maintain the plantings along the stream as part of the CUP;
3. Adequate erosion and sedimentation control measures should be required to be in place to prevent downstream erosion and sedimentation in Jones and Bolin Creeks, and that said erosion and sedimentation control measures and enforcement thereof be ensured through supervision throughout the construction of the school by Becky Ward and a specified person from the Carrboro Planning/Zoning Department with expertise in erosion and sedimentation control. (Jay, I think this one presupposes that Becky Ward is qualified in this area and is redundant to some of the related conditions already proposed. If what you are

- wanting is an independent third party to be retained to oversee this part of the project then you probably should state as much. Please revise or remove)
4. In accordance with previous approved resolutions by the Board of Aldermen, the TAB and the NTAAC, the speed limit on Old N.C. 86 between Calvander and its intersection with Eubanks Road and on the approaches to and from the school on Eubanks Road be reduced to 35 m.p.h.
  5. That the sight distance problem at the intersection of Eubanks Road and Old NC 86 be repaired to improve safety, or, if not improved immediately, temporary measures are employed to improve the situation.
  6. That a sign be placed addressing northbound traffic, north of Dublin Road, informing motorists of the upcoming Eubanks Road intersection to prevent the now common occurrence of Dublin Road being mistakenly used by traffic seeking a westbound road and traffic headed to the landfill.
  7. All natural springs should be preserved on the site of the school.
  8. With regard to the construction of any sewer line to service the school, it is strongly recommended by the NTAAC as follows:
    - a. That the sewer line extension be built on the east rather than the west side of Jones Creek. Pursuant to the County's Master Plan and for other reasons, the west side of the creek should be protected and preserved as a natural plant life area and wild life corridor with walking trails that could be created with sidewalks to preserve the vegetation along the stream. In addition, the property to the west side of the stream is slated for use for further school and/or county buildings whose access to the sewer line would be made easier with this proposed location.
    - b. that the width of the easement of the sewer line be twenty feet (20) to ensure the least amount of destruction of the plant and tree life along Jones Creek.
    - c. that the sewer line be set back from the edge of the creek fifty feet.
  9. The Connector Road, bike lanes and sidewalks from Hogan Farms Subdivision be completed, or at a minimum, planned, as part of this project so that students and parents living in Hogan Farms and adjoining subdivisions along Homestead Road can travel to and from the school. A formula should be developed to require any private developer developing undeveloped property which may get the benefit of access to the Connector Road to pay toward the construction of the road as if said road was part of the development plan submitted for CUP. The proposed placement of the connector road's connection with Eubanks Road and its use as the entrance for the school should be carefully evaluated so make sure that such a double use not interfere with the reasonable and efficient use of the connector road for motor vehicle traffic coming to and from Eubanks Road from Homestead Road and Lake Hogan Farms
  10. With regard the applicant's proposed lighting plan, the NTAAC believes the lighting to be excessive in comparison to other schools in the Chapel Hill Carrboro school district and recommends less lighting according to the following guidelines:



- a. that the overall lighting plan conform to the requirements and restrictions as outlined in the proposed lighting ordinance forwarded to the Board of Aldermen by the NTAAC in March of 2004.
  - b. that there be cutoff switches for lighting not needed after 11:00 p.m.
- (Jay, I've reviewed the plan with the original NTAAC lighting ordinance and don't see any thing quantitative that can be invoked to reduce the proposed lighting. Furthermore, several things in that ordinance are less restrictive than current ordinance; because of this I think this condition should be rewritten to directly reference the schools that Jeanette mentioned last night as having relatively low levels of lighting, as good examples of how this school should be lit.)
11. The School should be required to post a bond to finance any repairs to the overall stormwater management system which includes numerous bio-retention areas, cisterns, pipes, stormwater treatment devices and underground detention for a several year period.
  12. The Board of Aldermen is strongly urged to walk not only the proposed school property but also the adjoining Twin Creek Park property and particularly the Buckhorn Creek corridor before the CUP public hearing.
  13. Every means should be used to prevent Dromoland and Dublin from being used either as a cut-through to avoid the intersection of Old N.C. 86 and Eubanks Road, or, as kiss and go lane for student drop-off, or, as de-facto school parking.
  14. Careful review should be made of the full alignment of the connector road from Hogan Farms to Eubanks Road to make certain where said road will be placed and to prevent impact of the road on Jones Creek and the Twin Creeks Park.
  15. A site has identified on the school site that due to the presence of sufficient historic artifacts is recommended for preservation in the County's Cultural and Archaeological Survey and for further investigation for possible nomination for the National Register of Historic Places. The NTAAC recommends that due to the above information, that site not be disturbed and that further investigation be conducted by the County and Town.

The Northern Transition Area Advisory Committee (NTAAC) is split on the following recommendation. (2Ayes, 2 Noes)

1. The County should not agree to annexation of the property, and the town should not try to annex it. From the County's point of view, annexation would prevent full County participation in the planning of the school and set a precedent for eliminating the County's planning of the adjoining property including the Park, a county park which should remain under the County's control and management. Issues which might support annexation, such as maintenance of the connector road, lights on the right of way, etc. do not justify involuntary annexation.

**Committee comment on staff recommendations:**

Placeholder....

Corley Redfoot Zack Inc.  
Kenneth E. Redfoot , AIA  
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FAX 919 493 7306  
[kredfoot@corleyredfootzack.com](mailto:kredfoot@corleyredfootzack.com)  
PO Box 2368 Chapel Hill, NC. 27515  
222 Cloister Court, Chapel Hill NC 27514-2212

# Memo

**To:** William Mullin , Director of Facilities Management - CHCCS  
**From:** Kenneth Redfoot ,A.I.A.  
**CC:** Martin Roupe, Development Review Director- Town of Carrboro  
**Date:** 1/5/2007  
**Re:** Value Engineering Ideas for proposed Elementary School Ten

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Bids for the project were received on December 14, 2006. We are working with the apparent low-bidder on value-engineering ideas since the bids came in higher than anticipated . The bidder is analyzing the following items.

1. The predominant exterior material for the building and retaining walls is brick with accents of a stone-like material . The bidder will tell us if eliminating the accent material and replacing it with brick will save money.
2. Providing a conventional plumbing system in lieu of a rainwater collection system in combination with waterless urinals.
3. Utilizing asphalt shingle roofing in lieu of the metal roofing . Dormers will retain metal roofing due to roof-slope considerations
4. Building systems for Mechanical , Electrical and Plumbing will be analyzed but acceptance of cost-savings in these areas will not effect the exterior appearance of the building.
5. Interior materials such as replacing hard – tile flooring with vinyl-tile will be studied .

# TOWN OF CARRBORO



## CONDITIONAL OR SPECIAL USE PERMIT WORKSHEET

### I. COMPLETENESS OF APPLICATION

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

### II. COMPLIANCE WITH THE ORDINANCE REQUIREMENTS

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

### III. CONSIDERATION OF PROPOSED CONDITIONS

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

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

### IV. GRANTING THE APPLICATION

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

**V. DENYING THE APPLICATION**

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

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

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

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

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**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:**

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