

James Thomas

From: Thelma Paylor
Sent: Monday, February 16, 2009 12:44 PM
To: Martin Roupe; James Thomas
Cc: Roy M. Williford; Patricia J. McGuire; Matthew Barton
Subject: Claremont Ph 4 and 5 - Basin #3 follow-up

Importance: Low

For your information.

-----Original Message-----

From: Michael Fenton [mailto:msfenton@usa.net]
Sent: Monday, February 16, 2009 12:41 PM
To: Philip Post; OMAR ZINN
Cc: zzDept. Mail - Planning, Zoning and Inspection; Mark_Chilton@hotmail.com; Jacquelyn Gist; brounsj@mindspring.com; lydia@lydialavelle.com; John Herrera (Forward to External); Randee Haven-O'Donnell; Dan-coleman@nc.rr.com
Subject: [LIKELY SPAM CONTENT - ToC IT] Claremont Ph 4 and 5 - Basin #3 followup
Importance: Low

Omar, Phillip;

16 Feb 2009

I want to thank you for coming by this morning and going over the plans for water quality basin #3. It helps to walk the property and visualize the sight lines. I am comfortable that your design blends with the natural slope of the land and meets or exceeds State requirements for pest control, environmental and safety.

Again, your professionalism and dedication to quality are much appreciated.

Best,
Mike & Young Fenton
933-5443
125 Colfax Drive
Chapel Hill, NC 27516

Town of Carrboro, NC Website - <http://www.townofcarrboro.org/>

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(int)

Town of Carrboro
Planning, Zoning & Inspections Department
Town Hall, 301 W. Main St., 27510 (3rd Floor)
Telephone: 919-918-7324
Email: PlanDept@ci.carrboro.nc.us

6 February 2009

RE: Planning Board Meeting on 5 Feb 2009
CLAREMONT AIS SUBDIVISION
PHASES 4+5
MAJOR MODIFICATION TO
CONDITIONAL USE PERMIT
1001 HOMESTEAD ROAD
CARRBORO NORTH CAROLINA

Greetings;

I want to express my appreciation to the members of the Planning Board in listening to the citizen concerns in Wexford regarding the opening of a connector road from Homestead Road through Claremont and onto Colfax Drive. I know that you have heard similar concerns expressed by the citizens in the other affected neighborhoods of Cobblestone, Cates Farm, and Williams Woods.

I would also like to thank you for volunteering your time and energy in helping your town tackle these sometimes thorny issues.

Although I am deeply disappointed by the motion you approved on 5 Feb 2009 (7 for the motion, 2 opposed and one abstain), I understand that you made your decision based on your interpretation of Carrboro's land use policies, specifically those described in Article XIV – Streets and Sidewalks. I understand that land use issues are and have been addressed on a case by case basis over the years.

I am still of the opinion that these two neighborhoods are best served by a pedestrian-bikeway type connector, with emergency vehicle access.

Classification of roads and streets:

Given the definitions of types of streets, I am uncertain if Colfax Drive will be (re)classified as a "collector", "subcollector", or "local" road with the following characteristics:

TYPE STREET with Curb & Gutter	MINIMUM ROW WIDTH	MINIMUM PAVE-MENT WIDTH	BIKE LANES	SIDEWALK REQUIREMENT
ALLEY (One-way)	20'	12'	NONE	NONE
Minor	37'	18'	NONE	NONE
Local	43'	20'	NONE	ONE SIDE
Subcollector	50'	26'	NONE	BOTH SIDES
Collector	60'	34'	BOTH SIDES	BOTH SIDES
Arterial	NCDOT Standards	NCDOT Standards	BOTH SIDES	BOTH SIDES

I see that the following definitions apply:

LOCAL: A street whose sole function is to provide access to abutting properties. It serves or is designed to serve at least ten but not more than twenty-five dwelling units and is expected to or does handle between seventy-five and two hundred trips per day.

SUBCOLLECTOR: A street whose principal function is to provide access to abutting properties but is also designed to be used or is used to connect minor and local streets with collector or arterial streets. Including residences indirectly served through connecting streets, it serves or is designed to serve at least twenty-six but not more than one hundred dwelling units and is expected to or does handle between two hundred and eight hundred trips per day.

COLLECTOR: A street whose principle function is to carry traffic between minor, local, and subcollector streets and arterial streets but that may also provide direct access to abutting properties. It serves or is designed to serve, directly or indirectly, more than one hundred dwelling units and is designed to be used or is used to carry more than eight hundred trips per day.

I understand that depending on the classification of Colfax Drive, it may have to be modified to include sidewalks on both sides and perhaps bikeways on both sides if is classified as a collector. Based on current observation Colfax is presently configured as a "local" road. Please correct me if I am in error. By the way most of the streets in Wexford, Cobblestone, Williams Woods, Cates Farm would also be classified as local. If this is correct is this sizing sufficient?

A Holistic Approach to Transportation:

One comment made was that the town (and the people living in it) should take a more holistic approach and not just focus on highly specific issues like connecting Wexford to Claremont through Colfax Drive or other connector issues. I agree, but perhaps in not quite the way you imagine. The transportation system of a town or city requires the weighing of multiple goals; public safety, economic development, environmental concerns, quality of life, movement of people, tax and revenue planning and so on. That is the holistic approach I would have expected to hear, and not just comments comparing whether it is better to send traffic into neighborhoods or build a four-lane Homestead Road. My opinion is that the seemingly arbitrary and unplanned nature of development along Homestead makes the widening of Homestead Road likely if not inevitable, regardless of how much 'dispersion' is or is not achieved through this poorly planned and minimally tested 'connector road' policy. As farm land is sold to developers, it cannot be the case that the town views these events as distinct – each development is part of a whole and their collective impact is additive in nature. If the town has made the decision to approve all these developments, then it is my view that the resultant stress on the infrastructure must be assessed in total:

- 1) Was there an actual traffic study to assess the overall impact of all current and planned developments?
- 2) If so did that study model the growth along Homestead and determine the best way forward?
- 3) Does the Planning Committee have access to such tools?

Absent such a study we are left to make decisions in a vacuum. If a formal analysis points to a need to widen Homestead, then the town should formally make the request to DOT.

Public Safety

A second and even more serious worry was the readiness with which the Planning Board dismissed concerns regarding the public safety component of the decision-making process. At least two members expressed their opinion that public safety is "not a concern". Please correct me if I am not remembering this correctly.

Consider the remarks made by the Chairman of the Planning Board to the effect that "no one knows whether the connector will help or hurt traffic patterns". To that truism I would add; no one knows how much the public safety environment will be worsened from this shortcut being created. And here is the

problem with that uncertainty: if you don't connect these two communities with this car connector, the worst case result is that some drivers may be inconvenienced and have to "go around". If you do connect the communities and our public safety concerns are realized, then the worst case is unthinkable. I believe the risks far outweigh the rewards and I believe the vast preponderance of the citizens in the affected neighborhoods agree with me.

I ask again that you consider very carefully this decision and weigh all the issues involved. I believe that although traffic patterns and vehicular flow are important, those considerations must never overshadow the safety of our citizens.

As to the question of whether or not Carrboro desires or needs various four-lane roads, it appears to me that by approving all the development currently underway on Homestead and (I suspect) future planned developments, the town has made such a choice inevitable. Of course that is merely my opinion.

At the end of the 5 Feb 2009 meeting, one of the members of the Board read into the minutes an alternate recommendation on how to properly and rationally handle interconnecting neighborhoods. We urge you to strongly consider and adopt her recommendations and/or suggestions.

Best Regards,
/signed/
Michael Fenton
Wexford Community
125 Colfax Drive
Chapel Hill, NC 27516

PS: I am not a transportation engineer or an urban planner. I have shared this note with some members of the Wexford Community and have their concurrence.

Friends of Bolin Creek
Statement to Board of Aldermen
February 3, 2009

Dear Mayor and Board of Aldermen:

Friends of Bolin Creek (FOBC) sends these comments on Claremont 4 and 5, a 39 acre development south of Homestead Read from the earlier phases. We ask you to keep these suggestions in mind when this comes back to you on February 24.

1. FOBC is keenly interested and concerned about the permit conditions for all developments along Bolin Creek. The northern sections of Bolin Creek are unspoiled in some sections and are worthy of special protection and consideration from the Board.
2. FOBC supports the Town's review of the road connection polity. We support a new flexible policy on road connections so that when particular projects pose a public safety or environmental harm, those latter values would assume priority over the road connection goal.
3. We urge all local governments to ask a high standard of storm water control from developers. While only ponds are now built into Town standards, a higher standard could be requested as a condition for approval. Detention ponds are problematic and will create problems down the road for the Town. Ninety percent of these fail in 5 – 10 years. We are very concerned that in order to install the old style detention and retention ponds, a large part of the forest buffer will be removed reducing the pervious surface needed to cleanse runoff before it drains into Bolin Creek.
4. While we support eliminating the road stub-out to UNC property, we urge the Town to work with the Carolina North staff to establish an informal trail connecting the development to the Carolina North forest.
5. Greenway. We believe a formal greenway is not always essential for the public to enjoy our natural gifts such as Bolin Creek. However, it is essential that the Town secure an easement or dedication of property sufficiently wide and long to create an informal path to make pedestrian connections legal for the future enjoyment of the public.

Thank you for your consideration of our views.

Sincerely,

Julie McClintock
For Friends of Bolin Creek

Town of Carrboro
 Planning, Zoning & Inspections Department
 Town Hall, 301 W. Main St., 27510 (3rd Floor)
 Telephone: 919-918-7324
 FAX (Planning): 919-918-4454
 FAX (Zoning & Inspections): 919-942-1720
 Email: PlanDept@ci.carrboro.nc.us

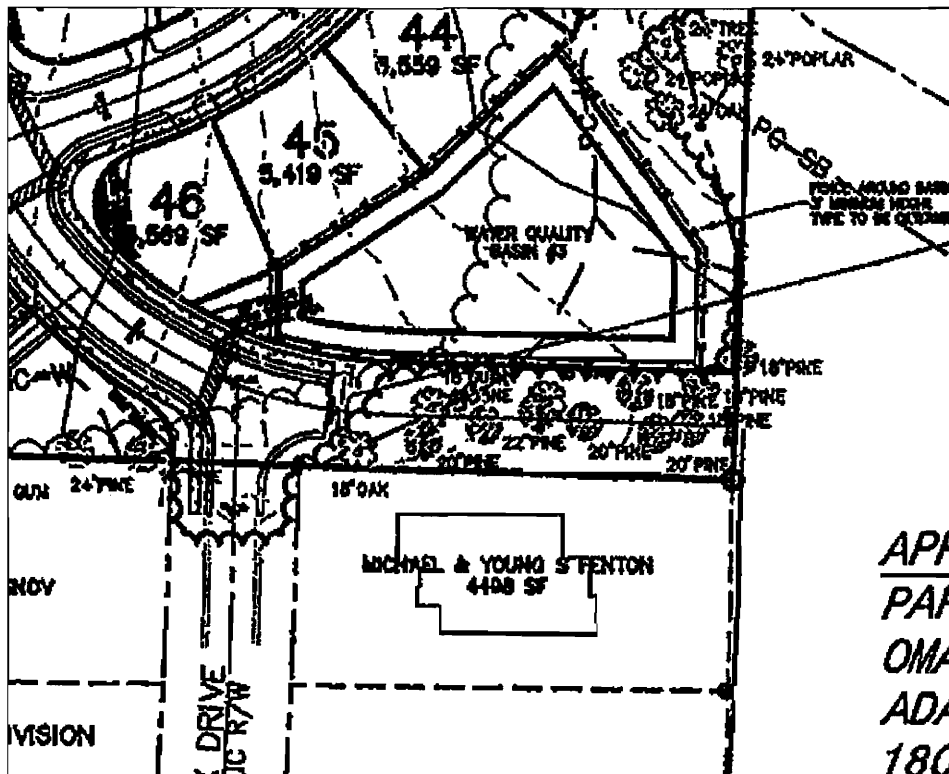
1 February 2009

RE:

CLAREMONT AIS SUBDIVISION
 PHASES 4+5
 MAJOR MODIFICATION TO
 CONDITIONAL USE PERMIT
 1001 HOMESTEAD ROAD
 CARRBORO NORTH CAROLINA

Greetings;

I have been reviewing the plans submitted by the developer (Zinn) and have major concerns about the placement of the Water Quality Basin #3 as shown below:



When we purchased the land in the Wexford subdivision we fully expected that the Hogan property would be developed at a future time. We built our home with expectation that we would have neighbors and that would be a good thing. What we did not expect however, was that instead of a home being built next to us in Claremont, we are told that a huge concrete drainage basin will be constructed to capture funnel led runoff water from the subdivision. We never in a million years expected that such a large and unsightly concrete structure would be built right adjacent to our home, running the entire 200 feet length of the property. Basically, the dirty runoff water from Claremont is being funneled directly to our home. This is neither right nor acceptable.

We are deeply worried that this structure and method of handling runoff damages our expectation to safe and clean surroundings, and will reduce and harm the value of our property and the enjoyment and quality of life we believe is the right of every citizen in Carrboro. We are not objecting to the Claremont development, only to the placement of Water Quality Basin #3. We are not against economic development per se, but strongly object to the placement of such large drainage structures in close proximity to our home.

Think about this: would you like to have such a huge concrete drainage basin built right next to your home? Would you like to have your neighbor's runoff water flowing next to your home? I do not believe you would like it, nor should you. These unsightly structures should be placed away from habitable areas. Alternately, some other method distributing runoff should be found that does not materially damage the property of the citizens of Carrboro.

The sense of betrayal we feel is tempered by the certainty that another way can be designed to not damage our home, our family and our quality of life.

We look forward to hearing from you earliest.

/signed/
Young & Michael Fenton
125 Colfax Drive
Chapel Hill, NC 27516
919-933-5443

January 28, 2009

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

Dear Aldermen:

I am writing to express my concern about the **'Major Modification to Conditional Use Permit for Property Located at 1001 Homestead Road'**. I attended the public meeting last evening at Carrboro Town Hall and wanted to write you to echo the concerns expressed by many of my neighbors.

I live at 201 Colfax Dr., and therefore would be directly affected by the proposed connector road from Claremont onto Colfax Drive. Though I am sure there are many instances where connector roads should be built, this does is not one of them. Wexford and our neighbors in Williams Woods and Cobblestone are a series of neighborhoods that all are part of the walk zone for McDougle Elementary as well as McDougle Middle School. My own daughter walks daily at 7:30 a.m. with her four neighborhood friends, to the Middle School. They are joined by dozens of other children who leave at 7:30 and even earlier to walk to the elementary school. Our neighborhoods are happy to be part of the 'walk zone' and our children benefit in living within walking distance to these schools. This hour of the morning is when many adults are also making their way to work. I fear that the addition of vehicles created from 92 new homes and townhouses would make this an unsafe situation.

It is unclear to me what the addition of a connector road from Claremont onto Colfax would benefit. We have existing streets that already connect sufficiently our neighborhoods and would work for the Claremont development as well. I don't think we should 'connect' when there are major streets already available, and when this 'connection' would only serve to fill our neighborhood streets with hundreds of additional vehicles everyday. We should not use 'connector roads' to provide a serpentine way

January 28, 2009

To the Carrboro Board of Aldermen:

We would like to express our concern about a road connecting Colfax Drive to Homestead Road. We strongly urge you NOT to do this.

Our first concern is the safety of the residents of Wexford and the surrounding neighborhoods. Our elementary children walk to school, our pre-teens ride bikes and scooters to each other's homes, our teenagers walk to the pool and tennis courts and to friends' houses. The adults in the neighborhoods walk and exercise their dogs as well. This is a community that would be drastically and negatively impacted by the creation of a road many would use as a "cut through" to Hillsborough Road. The safety of the residents of these neighborhoods would be in jeopardy.

We would greatly support a connection between the two neighborhoods. We enjoy our pathway connecting our neighborhood to the Cobblestone neighborhood. We would like to have a sidewalk or an emergency access road that joins the two neighborhoods. We would like our high school students to be able to walk through Claremont safely to get to their school.

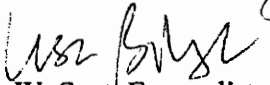
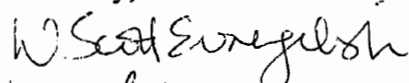
There is great benefit in connectivity. I welcome the opportunity to meet and enjoy the neighbors from the Claremont community. Having access to each other's communities will only strengthen our community as it expands.

Please reconsider your idea of a road connecting the Claremont neighborhood to Wexford. It is an idea that would diminish both communities, as well as the communities surrounding Wexford that would be affected by the increased traffic through the neighborhoods.

Please try to find a creative solution that will enhance the quality of life for all residents of these neighborhoods. Please do NOT create a road connecting Colfax Drive to Homestead Road.

Thank you for your attention to our thoughts on this matter.

Sincerely,



W. Scott Evangelista

Lisa Bobst

203 Colfax Drive
Chapel Hill, NC 27516

PHILIP
POST
&
ASSOCIATES

PHILIP POST & ASSOCIATES

PROJECT: Claremont ~ Phase 4 & 5

JOB NO.: 500204

DATE: 02/12/09

ESTIMATE OF CONSTRUCTION COST ~ 10' GREENWAY PATH ~ DELETE
SOUTHERN PORTION ~ 688LF

CLIENT: PARKER LOUIS, LLC

BY: PNP

	QUANTITY	UNIT	UNIT COST	TOTAL COST
CLEARING and EARTHWORK ITEMS:				
1 CLEARING	0.3	AC	\$5,000.00	\$1,500.00
2 SILT FENCE	520	LF	\$3.50	\$1,820.00
3 GRADING	1	FS	\$4,800.00	\$4,800.00
4 SEEDING/MULCHING	0.15	AC	\$1,500.00	\$225.00
SUBTOTAL				\$8,345.00
STORM DRAINAGE ITEMS:				
1 18" RCP	12	LF	\$25.00	\$300.00
SUBTOTAL				\$300.00
DUMPSTER PAD RECONSTRUCTION and PAVING				
1 4" ABC STONE	764	LF	\$5.50	\$4,202.00
2 4" PERVIOUS CONCRETE	764	EA	\$15.00	\$11,460.00
SUBTOTAL				\$15,662.00
ESTIMATE OF TOTAL DELETE COST FOR 10' GREENWAY ~ 688LF				\$24,307.00



**Town of Carrboro
Planning Department**



MEMORANDUM

Date: February 19, 2009
 To: James Thomas, Zoning Development Specialist
 Cc: Roy Williford, Planning Director
 Patricia McGuire, Planning Administrator
 Marty Roupe, Development Review Administrator
 From: R. Dodd Environmental Planner
 Subject: Claremont II Public Hearing response

The purpose of this memo is to provide response to the following public hearing comments provided by Ms. McClintock for the Claremont II Subdivision CUP.

1. "We urge all local governments to ask a high standard of storm water control from developers. While only ponds are now built into Town standards, a higher standard could be requested as a condition for approval."

Response: The Town requires stormwater plans to meet requirements presented in the NCDWQ BMP manual. The BMP manual includes ponds and other devices. The Town does not dictate selection of BMPs, but rather insures that the BMP's chosen meet the land use ordinance requirements.

2. "Detention ponds are problematic and will create problems down the road for the Town. Ninety percent of these fail in 5 – 10 years."

Response: Relatively recent changes to Carrboro's land use ordinance and participation as an NPDES Phase II community have new requirements for maintenance and operation of all BMPs. This project will specifically include provisions to minimize the risk of inadequate operation and maintenance to maintain compliance with Town, state, and federal requirements. Ponds do continue to be an approved BMP by the NC Division of Water Quality.

3. "We are very concerned that in order to install the old style detention and retention ponds, a large part of the forest buffer will be removed reducing the pervious surface needed to cleanse runoff before it drains into Bolin Creek."

Response: Ms. McClintock is correct that the applicant is proposing to site stormwater devices in existing forest, although the devices are not located within current stream buffers or primary conservation areas, or draft stream buffers brought to public hearing in November 2008. The basic point Ms. McClintock makes that trees provide stormwater mitigation services is valid; the relative value of trees in comparison to stormwater BMPs is a difficult determination based on various site specific factors. The Land Use Ordinance does not currently include a specific provision regarding stormwater runoff through forested buffers. A requirement for storm water to flow in a diffuse manner into

stream buffers is included in the draft Water Quality Buffer ordinance currently under consideration.

As a final comment, it is worth noting that trees are valuable for other ecological services in addition to stormwater filtering, including (but not limited to) air quality mitigation, carbon sequestration, wildlife habitat, urban heat island mitigation, and maintenance of biodiversity.



Sungate Design Group, P.A.

ENGINEERING • LANDSCAPE ARCHITECTURE • ENVIRONMENTAL

915 Jones Franklin Road • Raleigh, NC 27606 • Phone 919.859.2243 • Fax 919.859.6258 • www.sungatedesign.com

February 16, 2009

Mr. James Thomas
Planning Department
Town of Carrboro
301 West Main Street
Carrboro, NC 27510

Re: Claremont II CUP – BMP design

Mr. Thomas,

According to the stormwater calculations and supporting documentation submitted by Phil Post & Associates, the three Wet Detention Basins and eleven Bio-retention Basins have been designed per the NCDENR Division of Water Quality BMP Manual, dated July 2007.

The NCDENR BMP Manual states in Chapter 1 that the Manual contains "what the Division of Water Quality believes to be the technologies and specifications that 1) will meet the state minimum regulatory requirements for stormwater BMPs, 2) will perform in a manner most likely to protect the state's water quality standards and 3) will continue to function as designed to protect water quality". It goes on to state that the "specifications contained in this Manual were based on the most recent and recognized research and guidance from professionals in academia, research organizations, regulatory agencies and design practitioners across the state", including from NC State University.

If you have any questions or need further information, please contact me or Will Hines at 859-2243.

Sincerely,

W. Henry Wells, Jr., PE
Town Engineer





TOWN OF CARRBORO

NORTH CAROLINA

WWW.TOWNOFCARRBORO.ORG

To: James Thomas, Zoning Specialist
 Cc: Steve Stewart, Town Manager
 Roy Williford, Planning Director
 Patricia McGuire, Planning Administrator
 From: Adena Messinger, Transportation Planner
 Randy Dodd, Environmental Planner
 Re: Trails and Greenway Questions from the Claremont II Public Hearing
 Date: February 18, 2009

At the January 26th Carrboro Board of Aldermen public hearing, the Board posed several questions about future trails in the vicinity of the proposed Claremont II development. The information below serves to provide responses to those questions.

Are there proposed trails on the Carolina North property adjacent to the Claremont II property?

The Carolina North/UNC forest and trail management plan, which is a map of current trails managed on the site, can be found at <http://www.fac.unc.edu/LinkClick.aspx?fileticket=Tt8cF34hShg%3d&tabid=266&mid=922>. The specific area in question is included on page E-2.

From this map we note that there are no trails currently maintained on either the west or east side of Bolin Creek directly abutting the Claremont II property. The question as to whether UNC would be willing to extend either recreational footpaths or greenway trails to connect to Claremont II remains open and one which staff recommends we address with UNC as part of the larger consideration of the Bolin Creek greenway concept plan project that is underway.

In consideration of the permit request for Claremont II and the long term uncertainty regarding UNC trail plans, it is recommended that necessary easements be pursued at Claremont II to allow trail connectivity as the site plan allows. This sentiment was conveyed to the applicant in a memo from staff dated October 23, 2008 (see note #3 in bold in attachment B).

What about the dedication of an easement to the south?

This question refers to the applicant's willingness to provide a payment-in-lieu of constructing the southern portion of the greenway trail that is shown on the site plans and inquires as to whether the applicant would additionally provide an easement to the south so as to provide access to the greenway system.



TOWN OF CARRBORO

NORTH CAROLINA

WWW.TOWNOFCARRBORO.ORG

To: James Thomas, Zoning Specialist
Cc: Steve Stewart, Town Manager
Roy Williford, Planning Director
Patricia McGuire, Planning Administrator
From: Adena Messinger, Transportation Planner
Re: Crossing Homestead Road: Questions from the Claremont II Public Hearing
Date: February 18, 2009

At the January 26th Carrboro Board of Aldermen public hearing, the Board posed several questions about providing a safe crossing at the intersection of Claremont Drive and Homestead Road, with respect to the proposed Claremont II development. The information below serves to provide responses to those questions.

In a memo to the Board of Aldermen from January 13th (see page F-2), staff conveyed NCDOT's comments regarding what they would and would not permit with respect to pedestrian facilities to facilitate crossing Homestead Road at the location in question. NCDOT indicated that a crosswalk would be permissible, given that the developer is providing the necessary curb cuts and ramps that are required to "receive" a crosswalk on a state-maintained road. The crosswalks would include advanced warning signs to alert motorists. However, NCDOT also indicated that other treatments such as flashing lights, median refuge, or roundabout would not be supported at this time.

Following the opening of the public hearing on January 26, staff met with NCDOT to revisit this intersection. NCDOT staff explained that in order to install any treatment other than a crosswalk and warning signs, they would likely require a needs analysis that would include a pedestrian volume warrant. NCDOT staff is conferring with their staff from the Bicycle and Pedestrian Division to identify if there is anything else that could be done at this time. As of this memo we are still awaiting information from NCDOT.



TOWN OF CARRBORO
NORTH CAROLINA
WWW.TOWNOFCARRBORO.ORG

Attachment F2

MEMORANDUM

To: James Thomas, Zoning Development Specialist

Cc: Patricia McGuire, Planning Administrator
Roy Williford, Planning Director
Marty Roupe, Development Review Administrator
Chuck Edwards, NCDOT
Steve Stewart, Town Manager

From: Adena Messinger, Transportation Planner

Re: Crosswalks across Homestead Road, Claremont II CUP

Date: January 13, 2009

This memo serves to clarify the Transportation Planner position on crosswalks across Homestead road, with respect to the proposed Claremont II project.

During the CUP review process I requested that the crosswalk across Homestead, at the intersection with Claremont Drive, not be shown at this time for the following reason: that a crosswalk in this location – where the width of pavement will be 50 feet and speed of traffic is estimated at about 40 – 45 mph – did not provide a safe crossing without other measures, such as flashing beacons or a median refuge.

In discussions with NCDOT staff, they deferred to the Town, indicating that they **would** allow a crosswalk (and the associated warning signs) in this location if the Town wants to include it in the plan. NCDOT was not in support of other measures at this time (such as flashing beacon or median refuge), until there is a better measure of the pedestrian activity. They have indicated that there is good sight distance at this intersection.

If the Board of Aldermen desires to see a crosswalk in this location, I am not opposed to this inclusion and NCDOT would not oppose it either. However; even with a crosswalk, I have concerns about the safety of pedestrians crossing in this location and will continue to work with NCDOT on this issue.

PHILIP
POST
&
ASSOCIATES

500204M1318

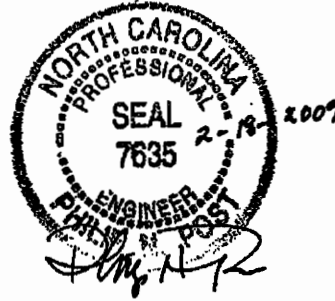
Memorandum

Date: February 18, 2009

To: James Thomas
Town of Carrboro
Zoning Division

From: Philip N. Post, PE

RE: Claremont Phase 4 and 5
Response to Matters Discuss at January 27, 2009 Public Hearing (Two Attachments)



1. Pay-In-Lieu: On February 12, 2009 we provided you our cost estimate payment-in-lieu amount of \$24,307.00. The cost estimate is attached.
2. School Assignments: Staff to advise the Board.
3. NCDOT Response to Blinking Crosswalk: At the meetings we attended in Town Hall between the Carrboro Transportation Planner and the NCDOT District Engineer, the District Engineer said he would permit crosswalk pavement striping and crosswalk fixed warning signs, but he would, initially, not permit a blinking crosswalk sign.
4. Connectively Work Session: Staff to advise the Board.
5. Recreation Points: Claremont 4 and 5 meets the ordinance.
6. Safe Crossing of Homestead: We recommend the Board accept the proposal of the NCDOT District Engineer consisting of pavement crosswalk striping and standard crosswalk warning signs.
7. Type A Screen: We recommend the "Type A" screen be planted on Claremont Phase 4 and 5 and maintained by Claremont HOA.
8. Connectivity: Staff to advise the Board.
9. Remove Trees/Are Detention Basin "Functioning": The Carrboro Zoning Ordinance, enforced by the Town Engineer, follows precisely the State of North Carolina BMP Manual. Therefore, Carrboro is utilizing state-of-the-art, worldwide best practices and is one of the leading communities in North Carolina, if not the USA, from the standpoint of rigorous, functioning stormwater quality controls. Claremont Phase 4 and 5 meets or exceeds all Carrboro and State of North Carolina requirements and guidelines.
10. Playfield/Duke Power Co.: The attached DPCO Guidelines/Restrictions show that Duke Power Co. does not allow any temporary goal to exceed 15 feet in height. We know of no type of children's playfield equipment which will exceed this height, and none are proposed to be installed. Therefore, we believe the playfield use is fully permitted on this land, which is fee simple owned by Claremont Phase 4 and 5.
11. Carolina North Trails: The applicant is not aware of any trails on the adjoining UNC property and relies on the information received from UNC that there are no plans to develop any trails.
12. Easement: The applicant is willing to dedicate an easement for construction of a pedestrian greenway bridge by others.
13. OCHLT: The applicant is addressing this under separate cover.
14. Trails on North Side of Bolin Creek: Staff to advise the Board.



ELECTRIC TRANSMISSION RIGHTS-OF-WAY GUIDELINES/RESTRICTIONS VALID FOR NORTH CAROLINA AND SOUTH CAROLINA

This list of rights-of-way restrictions has been developed to answer the most frequently asked questions about property owner use of Duke Energy's electric transmission rights of way. This list does not cover all restrictions or all possible situations. You should contact the Asset Protection Right-of-Way Specialist if you have additional concerns about the rights of way. This list of restrictions is subject to change at any time and without notice. Duke Energy reserves all rights conveyed to it by the right-of-way agreement applicable to the subject property. All activity within the rights of way shall be reviewed by an Asset Protection Right-of-Way Specialist. It is strongly suggested that you contact Duke Energy and submit plans for approval prior to construction of any improvements within the rights of way.

1. Structures, buildings, manufactured homes, mobile homes and trailers, satellite signal receiver systems, swimming pools (and any associated equipment and decking), graves, billboards, dumpsters, signs, wells, septic systems or storage tanks and systems (whether above or below ground), refuse of any type, flammable material, building material, wrecked or disabled vehicles and all other objects (whether above or below ground) which may, in Duke Energy's opinion, interfere with the electric transmission right of way, in any way, are not allowed within the rights-of-way limits. Transformers, telephone/cable pedestals (and associated equipment), and fire hydrants are not allowed. Manholes, water valves, water meters and backflow preventors are not permitted.
2. Fences shall not be attached to poles or towers. Fences shall not exceed 10 feet in height and shall be installed greater than 25 feet from poles, towers and guy anchors. Fences shall not parallel the centerline within the rights of way but may cross from one side to the other at any angle not less than 30 degrees with the centerline. If a fence crosses the rights of way, a gate (16 foot wide gate at each crossing) shall be installed by the property owner, per Duke Energy's specifications, to allow free access required by Duke Energy equipment.
3. Contact Duke Energy and obtain written approval before grading or filling on the rights of way. Grading (cuts or fill) shall be no closer than 25 feet from a pole or tower leg, and the slope shall not exceed 4:1 on the rights of way. Grading or filling within the rights of way or near a structure, which will prevent free equipment/vehicle access, or creates ground to conductor clearance violations, will not be permitted. Sedimentation control, including re-vegetation, is required per state regulations.
4. Streets, roads, driveways, sewer lines, water lines, and other utility lines, or any underground facilities shall not parallel the centerline within the rights of way, but may cross, from one side to the other, at any angle not less than 30 degrees with the centerline. No portion of such facility shall be located within 25 feet of Duke Energy's supporting structures. Intersections of roads, driveways, or alleyways are not permitted within the rights of way.
5. Any drainage feature that allows water to pond, causes erosion, directs storm water toward the rights of way, or limits access to or around a structure is prohibited.
6. Contact Duke Energy prior to the construction of lakes, ponds or retention facilities, etc. within the rights-of-way limits.
7. Duke Energy does not object to parking within the rights of way, provided that:
 - a. A barrier, sufficient to withstand a 15 mph vehicular impact, shall be erected by the party constructing the parking area to protect the pole, tower or guy anchor. The barrier shall be located in such a manner as to restrict parking to at least 5 feet from the structure.
 - b. Any access areas, entrances, or exits shall cross (from one side to the other) the rights of way at or near right angles to the centerline, and shall not pass within 25 feet of any structure. Parking lot entrances/exits cannot create an intersection within the right of way.
 - c. Lighting structures within the rights-of-way limits must be approved by Duke Energy before installing. Total height may not exceed 15 feet.
 - d. Signs and other attachments to Duke Energy structures are prohibited.
8. Duke Energy Carolinas will not object to certain vegetation plantings as long as:
 - a. It does not interfere with the access of existing structures or the safe and reliable operation and maintenance of the line.
 - b. With prior written approval, Duke Energy Carolinas does not object to plants, shrubs and trees that are of a species that will not exceed, at maturity, fifteen (15) feet in height.
 - c. Duke Energy Carolinas reserves the right to object to the planting of all plants, shrubs and trees within the right of way easement that may interfere with the proper operation and maintenance of the line.
 - d. Duke Energy Carolinas may exercise the right to cut "danger trees" outside the rights of way limits as authorized by the right of way agreement applicable to the subject property and as required to properly maintain and operate the transmission line.

We hope this is useful information. If you have additional questions or plan any activity not mentioned above, please contact:

Duke Energy Representative: Ervin Summers _____

Telephone number: 336-634-4633 _____
Form 02191 (5/02/2008)

MEMORANDUM

To: James Thomas, Zoning Specialist
Cc: Steve Stewart, Town Manager
Roy Williford, Planning Director
George Seiz, Public Works Director
Carolyn Hutchison, Police Chief
Travis Crabtree, Fire Chief
Re: Response to the question regarding the benefits of street connectivity
From: Adena Messinger, Transportation Planner
Patricia McGuire, Planning Administrator
Date: February 19, 2009

At the January 26th public hearing for the Claremont II CUP, the Board of Aldermen requested information from staff on the benefits of street connectivity. This memo responds to that request and provides the following:

- Background information on the Town's connector roads policy
- Description of the proposed connection
- Benefits of street connectivity, including
 - A mechanism for protecting community character
 - Facilitates the effective and efficient provision of public services
 - Maximizes transportation options and facilitates sharing the impacts of traffic among the public street network

BACKGROUND

The Overview of the Connector Roads Policy states the following:

In 1986, when the Connector Roads Policy was conceived, Carrboro was just beginning to develop toward the north. The Connector Roads Policy was adopted by the Board of Aldermen as a guide to aid in the construction and maintenance of a sound traffic plan for the town. As stated in the introduction of the plan, the success of Carrboro's growth as a town is "ultimately dependent upon the effectiveness and continued efficiency of its transportation system."

The Connector Roads Policy was designed to guide an ever-changing Board of Aldermen as new projects and developments come before them for approval. The Policy's purpose was to ensure that old and new developments and businesses in the town would be connected to each other, both to disperse newly generated traffic and to give a sense of connectivity and unity to the town as it grows. The roads included on the Connector Roads Plan were intended to provide a backbone for a more intricate grid of smaller connector roads.

A traditional definition of a grid network implies straight lines and 90° angles, similar to the design of the Old Carrboro neighborhood. However, a web of smaller connecting roads can still be achieved with curvilinear streets, as in the Plantation Acres neighborhood as well as in the neighborhood that includes the Wexford/Cobblestone/Cates Farms subdivisions. (See attached maps). All of these neighborhoods exhibit a matrix of connected streets along with cul-de-sacs.

Also attached is a Street Connectivity Timeline from 1965 to the present. The following observations have been made about Carrboro's Connector Roads Policy:

- There has been a high level of commitment to implementing the Connector Roads Policy as growth has occurred in Carrboro.
- The connector roads help to disperse traffic and promote the Town's policy of not widening existing roads to provide additional lanes for automobiles.
- The community has taken steps to promote alternative modes of transportation and mitigate the environmental and neighborhood impacts of connector roads.

DESCRIPTION OF THE PROPOSED CONNECTION

The Claremont II CUP is proposing a connection between "Street A" and Colfax Drive. This connection is included in the Connector Roads Policy map, and is supported by the Land Use Ordinance requirement that "...subcollector, local and minor residential streets shall connect with all surrounding streets to permit safe, convenient movement of traffic between residential neighborhoods and to facilitate access to neighborhoods by emergency and other service vehicles. The connections shall be created in such a way that they do not encourage the use of such streets by substantial through traffic." (Section 15-214 (c))

The future network of streets is planned for by looking at the existing infrastructure and anticipating connections such that when new developments are built they can continue to form the network. (See illustration in the attached map, but please note that the map is not regulatory. The verification of existing stub outs and a determination for street connections is made in the course of reviewing applications for development).

"Through traffic" refers to trips that do not have an origin or destination in the area in which they are passing through.

BENEFITS OF STREET CONNECTIVITY

Preservation of Community Character

Carrboro Vision2020 states that "[t]he safe and adequate flow of bus, auto, bicycle and pedestrian traffic within and around Carrboro is essential." Two specific policies in Vision 2020 are relevant to the question of street interconnections:

"4.12 The Town should continue to implement its connector roads policy."

"4.41 As a general policy, established roads should be widened to accommodate bike lanes and sidewalks, but not to provide additional lanes for automobiles."

A key mechanism for reducing the need to increase capacity on arterial streets, such as Homestead Road, is to develop a network of connected collectors, sub-collectors and local roads that helps disperse traffic and keeps the arterial system flowing. The existence of multiple points of connectivity within and between neighborhoods and along arterial roads maximizes the capacity of the arterials (by preventing or limiting congestion at a few intersections). Such a system helps preserve the character of neighborhoods by providing for similar traffic levels at many locations rather than concentrating trips only at the points of entry/exit to neighborhoods.

More Effective and Efficient Provision of Public Services (Fire and Rescue, Police, Public Works)

Emergency Services. It is the Fire and Rescue Department's and the Police Department's responsibility to be prepared for the worst-case scenario, regardless of the scenario's likelihood. In such worst-case scenarios the following are examples of when multiple access points are preferred over just one access point:

(1) Residents can become isolated from emergency services due to debris blocking roadways following major storm events. Trees across roadways pose significant impediments to fire and police department access. The fire department does not have the resources to move large or numerous downed trees with great speed. Following a hurricane, tornado, or ice storm, residents may be deprived of emergency services for hours (or days) while debris removal is accomplished. Multiple points of ingress/egress increase the probability that emergency vehicles and personnel will be able to reach citizens in need following natural disasters. Without having a secondary route, response times will be longer and possibly delayed in the event the primary route is obstructed.

(2) Similarly, without a secondary access road, any fire department operations are subject to obstruct access to the remainder of the roads making access to points beyond the incident unreachable for any other vehicle, person or service, emergency or otherwise. The duration of such obstructions could be lengthy.

(3) Without interconnectivity, emergency vehicles have to utilize a two-way traffic pattern when making multiple trips into and out of a subdivision. For example, in the event of a multi-casualty incident, ambulances transporting patients to the hospital may have to turn around and travel back through the triage and transport area to exit the subdivision. At a minimum, significant backing is required, and backing is an unsafe movement. Secondary access allows for one-way travel, which is much safer and more efficient. In the event of a water system failure, fire apparatus will have to haul water to structure fires. Multiple access points that facilitate one-way travel to and from the scene are far safer and more efficient.

(4) Periodically, an emergency vehicle is dispatched to the wrong address, for example when a 911 caller reports seeing a house on fire "through the woods," but does not know the street on which the house is addressed. Emergency telecommunicators have few options other than dispatching the fire department to the caller's address. In this scenario if the caller is in Claremont Phase 4 and the fire is on Colfax Drive, the fire department is more than a half-mile out of position.

Similarly, multiple access points facilitate emergency services provided by the Police Department (responding to crimes in progress) and the Public Works Department (snow removal, tree removal). By the same token, multiple access points allow residents options to accessing (or evacuating) their homes in the event that one access is blocked.

Routine Services. Public Works is responsible for several services which utilize the road system including the weekly collection of solid waste, the seasonal collection of leaves, the periodic sweeping of streets, and snow/ice control. The primary advantage that connected streets afford these operations is that it minimizes the need for backing movements. Minimizing backing movements reduces lost time associated with turning around and reduces costs related to additional wear on tires and mechanical systems associated with turning around. *Perhaps more importantly, there are safety concerns associated with large vehicles backing up to turn around.*

Others that may be afforded similar benefits of connected streets include delivery services (post office, UPS, etc...).

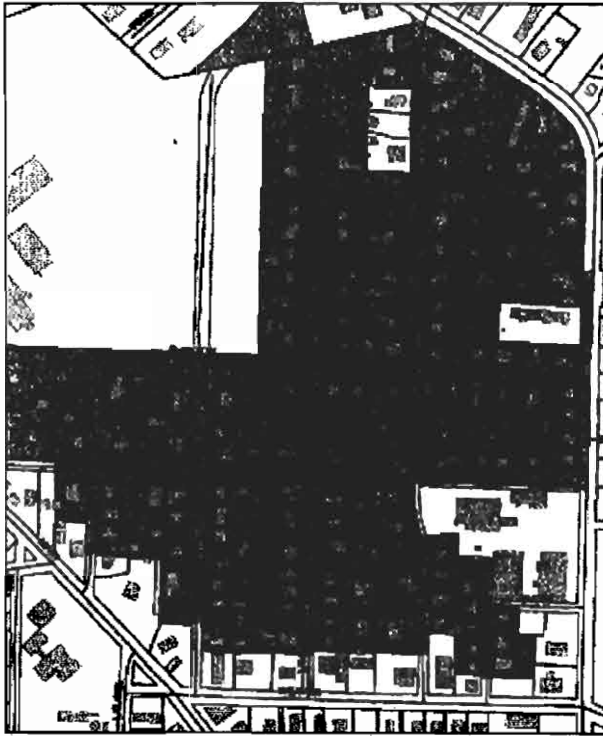
Maximizes Transportation Options and facilitates sharing the impacts of traffic among the public street network

A primary function of the public street network is to provide mobility to the Town's residents, allowing citizens to easily get from their homes to other places in the community. In order to achieve a high degree of connectivity, and thus maximize mobility, connections should occur not only at the level of arterials, but also on collector, local and other secondary roads. Such connectivity vastly improves a street network's performance by allowing motorists to have choices, which more evenly distributes traffic throughout a system.

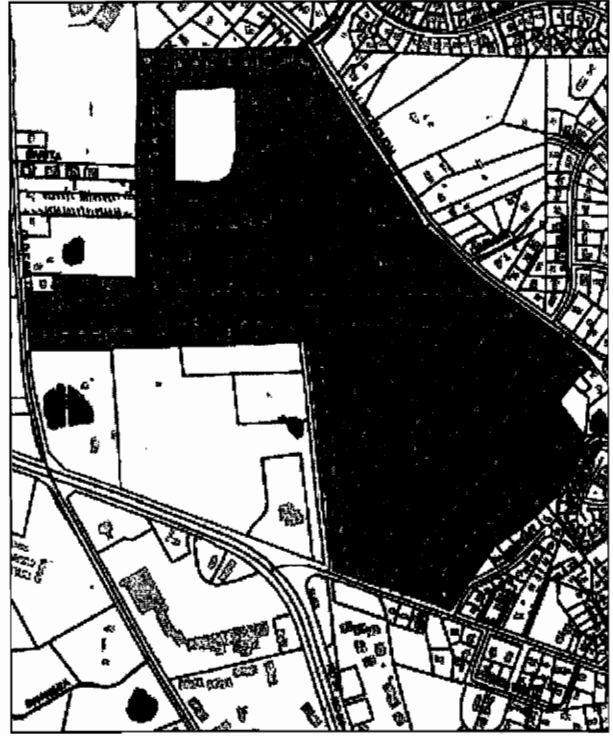
Even in a community such as Carrboro, where alternative modes of transportation (bus, bike, walk, scooter) are highly valued and used, the primary mode of transportation is the motor vehicle: according to the 2000 Census, 77% of Carrboro citizens used a motor vehicle for their commute to work. This figure does not include trips made for errands, child care, entertainment, etc... Given the current land use in the northern area of Carrboro (predominantly residential), the motor vehicle will still be the primary mode choice for most citizens to conduct daily business.

Connecting Street A to Colfax Drive will give residents in Claremont, Wexford, Cobblestone, Cates Farm and Williams Wood a variety of options for getting to and from their destinations. For longer trips we would expect residents to choose a motor vehicle. For trips between subdivisions residents have a network of sidewalks, bicycle lanes, low volume, low speed roads for walking and biking. Relying on bicycle and pedestrian connectivity to replace street connectivity has the, perhaps unintended, consequence of presenting a barrier to carpools, vanpools, and scooters which require a street network.

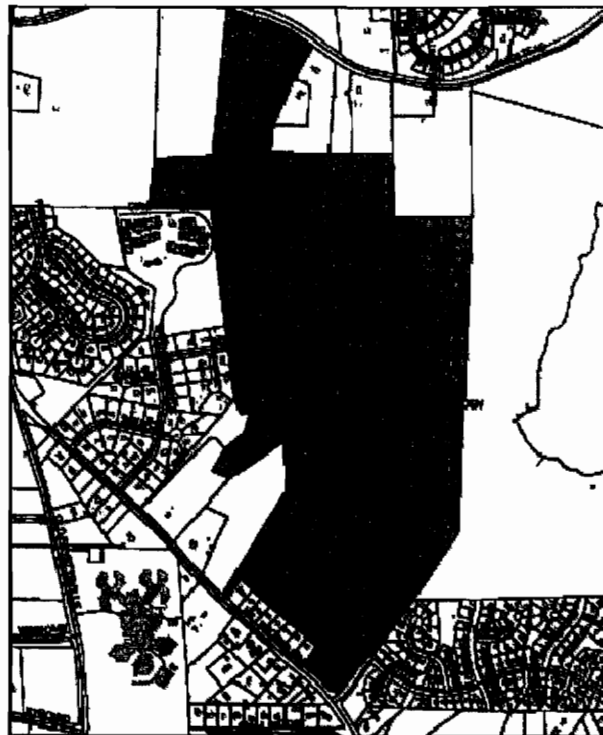
In most communities, including Carrboro, development occurs in stages and pieces. As such, the community is faced with building its street network and putting in connections over time. In the case of the proposed Claremont II development, providing a connection to Colfax Road continues the development of a network of streets that began with the Wexford and Cates Farm neighborhoods. The addition of another subcollector road to this network further disperses the traffic such that there would be a sharing of trips between Stratford Drive and Colfax Drive. We see this type of dispersal in other locations around Carrboro where there are multiple connections. For example, both Lorraine and Simpson Streets carry 900 – 1100 vehicles per day between Hillsborough Road and Main Street.



Old Carrboro



Plantation Acres



Home Hollow/Wolliams Woods/Wexford/
Cobblestone/Cates Farm

Street Connectivity Timeline: 1965 - Present

DATE	ACTION
1965	R.S. Lloyd, Plantation Acres subdivision approved by Board of Aldermen with connections to Old Fayetteville Road, Hillsborough Road, W. Main Street. Streets remain unimproved until early 1980s.
1969	Barington Hills subdivision approved by Orange County with Autumn Drive stubbed out to adjoining property.
1970	Carrboro N.C. Community Facilities and Land Development Plan notes that "enforcement of Carrboro's subdivision regulations in extraterritorial planning area will lead to improved street alignments in future subdivisions and proper setbacks from these streets.
1975	Carrboro Planning Board prepared letter requesting Orange County Board of County Commissioners allow extension of Carrboro's extraterritorial jurisdiction to extent authorized by NC General Statutes.
1976	Chapel Hill Planning Proposes Orange Comprehensive Planning Council
1977	Land Use Plan Carrboro, N.C. 1977-2000 calls for street systems to be laid out so that through traffic is minimized, but enough access points to thoroughfares from every neighborhood are provided."
1979	The original Collector Roads Plan was prepared for the Town. The Plan included northern collectors (Broad Street, James Street) and southern collectors (Berryhill Drive and Davis Drive) as well as crosstown streets (Broad Street or Lloyd Street)
1979	Town of Chapel Hill requests ETJ extension
	Orange County refuses request and drafts "Joint Planning Goals and Objectives"
1980	Bolin Forest subdivision, Phase I, approved, with Bolin Forest Drive and portions of Bolin Creek Drive. Subsequent phases extended streets to property lines: Bolin Creek Drive stubbed out to Adams' Tract, Pathway Drive (via Wild Oak Lane) to Bolin Creek itself, and the property line of future Quarterpath Trace subdivision. (MOTION: PATTERSON; SECOND: BOONE; AFFIRMATIVES: DRAKEFORD, SHARER, ROSE, PATTERSON, FOUSHEE, BOONE, WHITE)
1980-1984	Joint planning and water and sewer extension boundary discussions continue; draft agreement is revised.
1982	The Board of Aldermen adopts resolution reiterating request presented in Planning Board letter (1975) to Orange County requesting extension of ETJ.
1983	Tennis Club Estates subdivision approved. Street connection to Odum tract, across Tom's Creek, included (MOTION: WHITE; SECOND: PATTERSON; AFFIRMATIVES: DRAKEFORD, ROSE, WHITE, BOONE, PATTERSON, CALDWELL, GARRETT).
1984	The Board of Aldermen requests that Orange County adopt Carrboro's Land Use Ordinance for the ten-and twenty-year transition areas (in Orange County plan) and agree upon a zoning map for the transition areas using classification from the Carrboro LUO.
	The Board of Aldermen held a public hearing on the Collector Roads Plan. The Board directed staff to revise the proposed northern collectors into a plan for interconnected streets and deferred a decision on the cross-town streets and southern collectors to a future date.
	Chapel Hill and Orange County entered into Joint Planning Agreement (JPA)
	Spring Valley subdivision approved. Pathway Drive street connectivity provided, as well as principal access via Spring Valley Drive and Blueridge Drive in the Webbwood subdivision.

DATE	ACTION
1985	The Board of Aldermen adopted the Connector Roads Policy on May 14, 1985 and referred the policy to the TAB and staff for preparation of an accompanying plan (MOTION: WHITE; SECOND: ANDERSON; AFFIRMATIVES: PORTO, ANDERSON, BOONE, NORWOOD, WHITE, CALDWELL, GARRETT).
	Cobblestone subdivision approved. Street connection to Pathway Drive (east and west), and stub out to property line of Cobblestone Drive and Rockgarden Drive (MOTION: BOONE; SECOND: CALDWELL; AFFIRMATIVES: PORTO, GARRETT, CALDWELL, BOONE, WHITE, NORWOOD; NOE: ANDERSON)
	Fair Oaks subdivision approved. Street connection to western terminus of Pathway Drive to Spring Valley no later than final phase of development (MOTION: WHITE; SECOND: BOONE; AFFIRMATIVES: PORTO, NORWOOD, WHITE, BOONE, CALDWELL, ANDERSON, GARRETT)
	Highland Hills apartments approved. Street connection to BPW Club Road, Rock Haven connector (MOTION: BOONE; SECOND: CALDWELL; AFFIRMATIVES: PORTO, BOONE, WHITE, NORWOOD, CALDWELL, GARRETT).
1986	The Board of Aldermen adopted the Northern Connector Roads Plan on March 18, 1986. The plan included Pathway Drive, Tripp Farm Road. The alignment of the connector in the vicinity of Cobblestone/Danziger (i.e. Cates Farm) property was referred to the TAB to determine potential development in the area (MOTION: ANDERSON; SECOND: WEGNER; AFFIRMATIVES: BOONE, GURGANUS, ANDERSON, WEGNER, CALDWELL, NORWOOD; ABSENT: PORTO).
	The Board of Aldermen adopted Southern Connector Roads Plan (MOTION: BOONE; SECOND: ANDERSON; AFFIRMATIVES: PORTO, GURGANUS, CALDWELL, ANDERSON, BOONE, WEGNER, NORWOOD).
	Orange County, Chapel Hill and Carrboro entered into a Joint Planning agreement that increased Carrboro's zoning jurisdiction
	Town staff provided courtesy review comments on Homestead Highlands subdivision: Cul-de-sac at Inverness Way eliminated and r/w extended to southwest property line; R/w for Claymore Road increased to 60 feet consistent with future function as collector street when property to the west developed. Subdivision approved by Orange County using NCDOT Rural Roads standards.
1987	The Board of Aldermen held a public hearing on a proposed extension of Pathway Drive west to the Danziger/Riggsbee property line on July 7, 1987. The Board voted against the proposed extension (MOTION: BOONE; SECOND: GURGANUS; AFFIRMATIVES: CALDWELL, BOONE, GURGANUS, NORWOOD; NOES: MARSHALL, PORTO, WEGNER).
	Carrboro joins JPA. Carrboro, Chapel Hill, and Orange County adopt JPALUP. Orange County adopts Carrboro LUO for administration of Town development standards in Transition Areas.
1988	Transportation Advisory Board presented its Downtown Traffic Circulation Plan to the Board of Aldermen for consideration.
	Quarterpath Trace subdivision approved. Street connection of Pathway Drive to Spring Valley and Bolin Forest subdivisions (MOTION: WEGNER; SECOND: CALDWELL; AFFIRMATIVES: KINNAIRD, MARSHALL, GURGANUS, CALDWELL, WEGNER, SHETLEY; NOE: BRYAN).
1989	(February) Board of Aldermen received TAB report on Downtown Traffic Circulation and adopted a process for proceeding with reviewing and analyzing the plan.
	(August) Board of Aldermen set a public hearing for review of the TAB's Downtown Traffic Circulation Plan on September 12, 1989.

DATE	ACTION
	(September) Public Hearing on the Downtown Traffic Circulation Plan. The Board of Aldermen voted to delete a number of recommendations from the plan and then voted to table the remaining recommendations.
1990	(June) Following discussion at the Annual Planning Retreat the Board of Aldermen directed that the Lloyd/Broad and Carr/Roberson/Brewer Lane alternatives to the Downtown Traffic Circulation Plan be brought back to the Board of Aldermen for information and discussion and decision as to whether a public hearing should occur prior to further Board action.
	Camden subdivision approved. University access to Horace Williams north tract relocated to street right-of-way/Camden Lane stub-out to property line (MOTION SHETLEY; SECOND: BRYAN; AFFIRMATIVES: KINNAIRD, MARSHALL, GURGANUS, CALDWELL, SHETLEY, GIST, BRYAN)
1991	The developer submitted the initial proposal for the Wexford subdivision. These plans showed Stratford Drive extending from Homestead Road to the southern property line for eventual connection to Hillsborough Road. The Carrboro Board of Aldermen voted to approve the Conditional Use Permit (CUP) for the Wexford subdivision. A motion that was unanimously approved for inclusion as a CUP condition specified that Stratford Drive's pavement be extended to the southern property line, and that a permanent sign be erected by the developer stating possible future extension (MOTION: BRYAN; SECOND: GURGANUS; AFFIRMATIVES: KINNAIRD, GURGANUS, CALDWELL, SHETLEY, GIST, BRYAN; ABSENT: MARSHALL).
1992	The Board of Aldermen held a meeting on January 21, 1992 on the Connector Roads Plan and discussed connection of Stratford Drive to Hillsborough Road in relation to the development of the Danziger property. The Board of Aldermen held a public hearing and adopted revisions to the Connector Roads Plan that included the Stratford Drive/Cates Farm Road connector (MOTION: MARSHALL; SECOND: GURGANUS; AFFIRMATIVES: KINNAIRD, MARSHALL, GURGANUS, CALDWELL, SHETLEY, BRYAN; NOE: GIST). The Board of Aldermen held a public hearing on the Cates Farm subdivision and approved the CUP showing the extension of Cates Farm Road to the northern property line and built to collector roads standards so that this road would function as a connector to the Wexford subdivision and beyond to Homestead Road (MOTION: GURGANUS; SECOND: MARSHALL; AFFIRMATIVES: KINNAIRD, CALDWELL, MARSHALL, GURGANUS, SHETLEY, GIST, BRYAN). (May) In response to the application for the OCCHS facility on Lloyd Street, staff requested direction from the Board of Aldermen. The Board of Aldermen requested that staff schedule a discussion of the Lloyd/Parker Street extension as it relates to the health center project. (June) Staff presented alternatives and cost estimates for connecting Lloyd Street to North Greensboro Street, including Parker Street extension, Willard Street extension, and the railroad spur. It was the consensus of the Board to not take any action on this matter. (August) Board member proposed that staff and TAB consider a connection between

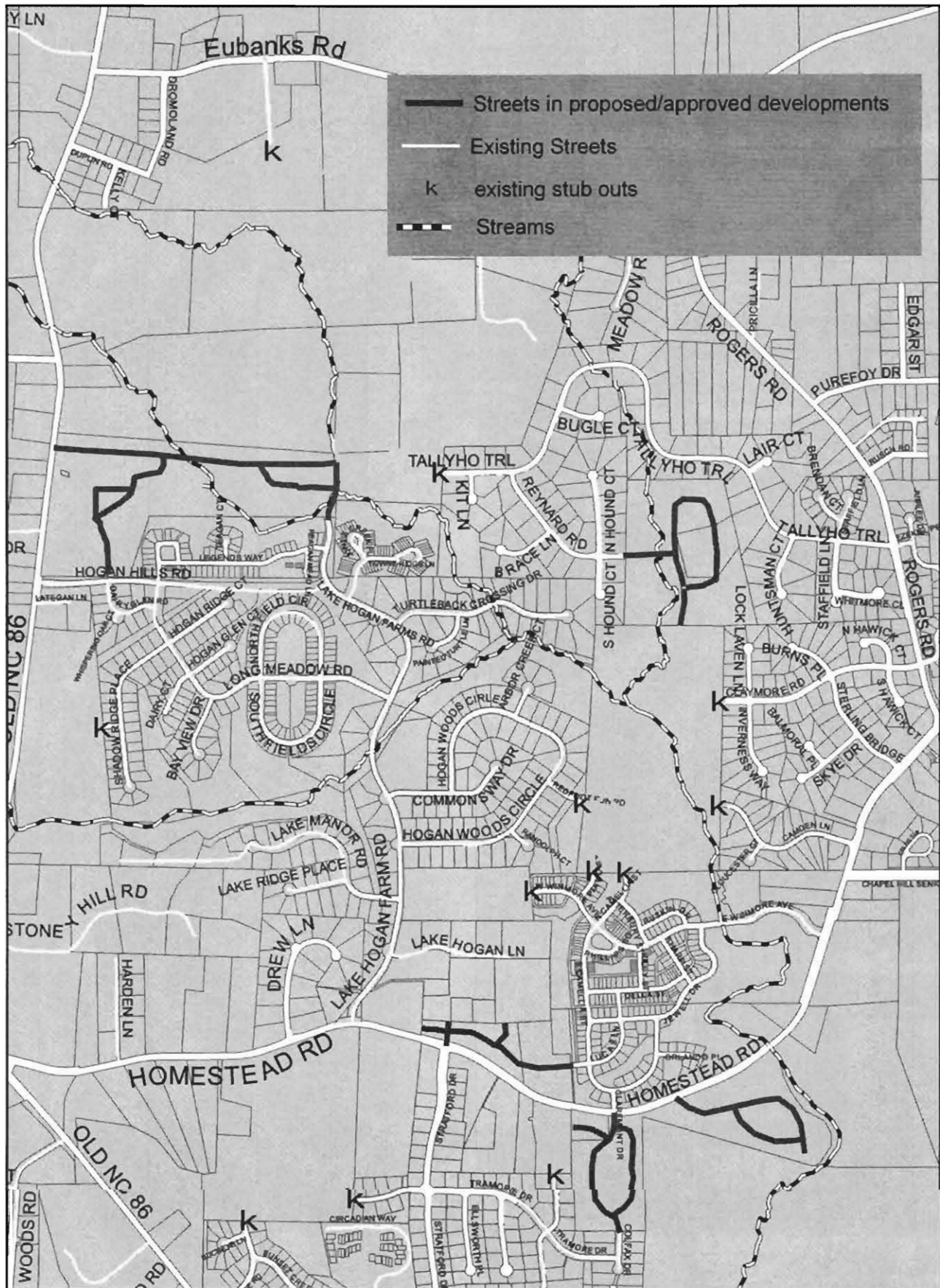
DATE	ACTION
	Lloyd and North Greensboro. The Board took no action on this matter.
1994	<p>The Board of Aldermen adopted the Connector Roads Plan Concept for the Northern Transition Area. The connector road configuration for Wexford remained the same as previously adopted (MOTION: SHETLEY; SECOND: ANDERSON; AFFIRMATIVES: NELSON, MARSHALL, KINNAIRD, SHETLEY; NOES: GIST, BRYAN).</p> <p>The Board of Aldermen approved the CUP for Williams Woods. The Williams Woods subdivision included the extension of Wyndham Drive from Cates Farm to Wexford and the connection of Autumn Drive (MOTION: MARSHALL; SECOND: BRYAN; AFFIRMATIVES: KINNAIRD, NELSON, MARSHALL, ANDERSON, SHETLEY, GIST, BRYAN).</p> <p>Lake Hogan Farms subdivision approved. Includes north-south connector road, street connection to Old NC 86, street stub-outs to east (2) and west (1) to un/underdeveloped properties (MOTION: ANDERSON; SECOND: SHETLEY; AFFIRMATIVES: KINNAIRD, NELSON, MARSHALL, ANDERSON, SHETLEY, GIST, BRYAN).</p>
1995	<p>The Board of Aldermen approved the connection between Stratford Drive and Cates Farm Road with five conditions: town staff to monitor traffic on Cates Farm Road/Stratford Drive and Wyndham Drive, input traffic data into model to validate results of traffic model; traffic speed be closely monitored and enforced by Police Department, with traffic management measures taken to reduce speeds if necessary; town re-evaluate the arterial connector between Old 86 and Homestead Road for inclusion on the state transportation improvement program; the following signs be installed (4-way stop at Pathway and Cates Farm, 3-way stop at Rock Garden and Garden Cates, 4-way stop at Rock Garden and Cates Farm, 4-way stop at Autumn and Cates Farm, 4-way stop at Tramore and Stratford, and 2-way stop at Autumn and Stratford; undulations be installed as follows: 2 on Cates Farm, with one between Pathway Drive and Garden Gate and one between Garden Gate and Autumn Drive, and 2 on Stratford Drive to be located between Autumn Drive and Tramore (MOTION: SHETLEY; SECOND: MARSHALL; AFFIRMATIVES: KINNAIRD, MARSHALL, SHETLEY, ANDERSON; NOES: NELSON, GIST, BRYAN)</p> <p>Representatives of the Wexford neighborhood forwarded to the town a petition for traffic calming devices along Stratford Drive.</p> <p>Sunset Creek subdivision approved. Street connection to un/underdeveloped property to north included (MOTION: MARSHALL; SECOND: SHETLEY; AFFIRMATIVES: KINNAIRD, MARSHALL, SHETLEY, ANDERSON, GIST, BRYAN; ABSENT: NELSON)</p>
1996	<p>The Board of Aldermen adopted the Residential Traffic Management Plan on June 11, 1996. The Carrboro Transportation Advisory Board began to discuss revisions to the Connector Road Policy such as design standards and connections between residential, institutional, and commercial uses [Need action]</p> <p>(November) The Carrboro TAB requested that text amendments to the Land Use Ordinance to clarify the need for consistency with the Connector Roads Policy and Plans. The TAB discussed assimilating a map and list of connector roads in the Town of Carrboro</p> <p>Wexford residents met with town staff and administration to discuss traffic calming devices along Stratford Drive. Petition forwarded to TAB for review.</p>
1997	<p>(January) The TAB discussed amendments to the Land Use Ordinance in the following sections: Article XIV Section 15-214 (c) Coordination with Surrounding Streets; Section 15-217 (a) and (b) General Layout of Streets. Language within these sections</p>

DATE	ACTION
	required the connection of all residential streets, discouraged the use of curved roads and cul-de-sacs.
(February)	The TAB discussed language in the Land Use Ordinance that would not allow cul-de-sacs unless it was otherwise impracticable.
(March)	The TAB recommended amendments to the Land Use Ordinance. The TAB objective was "to ensure that the Board of Aldermen understands that the Land Use Ordinance should be consistent with the Connector Roads Policy."
	The Board of Aldermen held a worksession to discuss revisions to the Connector Roads Policy and amendments to the Land Use Ordinance. The Board of Aldermen requested a public hearing be set on these revisions.
(April)	The Board of Aldermen approved traffic calming improvements for Stratford Drive, including: temporary chicanes on "north" Stratford Drive and "south" Stratford Drive, painted crosswalk near the clubhouse, painted crosswalks and multi-way stops at the Stratford/Tramore and Stratford/Autumn intersections. A schedule to monitor for effectiveness was also established. Additional traffic calming was advised, or the closure of Stratford Drive until a second connection (via Wyndham Drive or Colfax, or another street to the west) was made to Homestead Road if any of three conditions occurred related to 85 th percentile speeds or maximum traffic volume (MOTION: ZAFFRON; SECOND: CALDWELL; AFFIRMATIVES: NELSON, CALDWELL, ANDERSON, BRYAN, GIST, MCDUFFEE, ZAFFRON).
(May)	The Board of Aldermen discussed draft revisions to the Connector Roads Policy and set a public hearing for August 17, 1997. The Board of Aldermen debated whether cul-de-sacs should be allowed in the Land Use Ordinance. The Board made three suggestions at this meeting: refer to Belmont, North Carolina Land Use Ordinance in regard to specific roadway length requirements, provide clarifying language for "stop" signs that were addressed under the proposed subsection (H) to Section 15-217, and restate 15-217 (b) to say, "To the extent practicable, all roads shall be interconnected. Cul-de-sacs are not encouraged unless topography or adjacent properties does not allow a design that would make an interconnecting road possible..."
(June)	The Town held a Neighborhood Forum to discuss draft revisions to the Connector Roads Policy, Land Use Ordinance, and Town Code. A number of comments were made at this meeting regarding cul-de-sacs and connectivity.
(August)	The Board of Aldermen held a public hearing to discuss comments from the Neighborhood Forum and staff recommendations for the Land Use Ordinance. The Board approved revisions to the Connector Roads Policy, which required all new roads to be connected no matter what classification. The Board also sent proposed revisions to the Land Use Ordinance to the Planning Board for their review. These revisions dealt with Section 15-214 (a) and (c) as well as Section 15-217 (b) (MOTION: ZAFFRON; SECOND: SHETLEY; AFFIRMATIVES: NELSON, ANDERSON, CALDWELL, MCDUFFEE, SHETLEY, ZAFFRON; NOE: GIST).
	The Planning Board recommended adoption of the amendment to the Land Use Ordinance that related to street layouts.
(September)	The Board of Aldermen held a public hearing on amendments to the Land Use Ordinance. The Board adopted the following language in Section 15-217 (a) to the

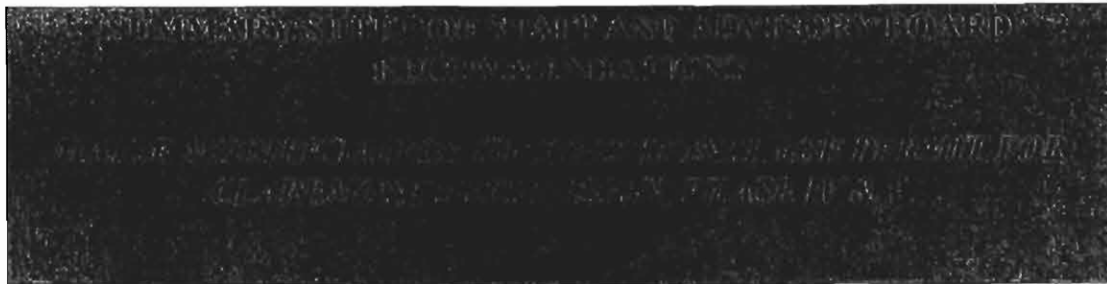
DATE	ACTION
	extent practicable, all roads shall be interconnected. Cul-de-sacs shall not be used unless the topography of the land does not allow a design that would make an interconnecting road practicable (MOTION: ZAFFRON; SECOND: MCDUFFEE; AFFIRMATIVES: NELSON, ZAFFRON, MCDUFFEE, ANDERSON, SHETLEY; NOES: GIST, CALDWELL).
	(October) The TAB reviewed the CUP for the Carrboro Greens Project. The site plan showed a cul-de-sac subdivision, with no connections to the east or north. The design would not comply with the newly approved requirements within the Carrboro Land Use Ordinance (Section 15-217{a}) unless the developer could prove that there is no practical means to make a road connection. The TAB delayed a decision until their next scheduled meeting.
	(November) The TAB discussed how a proposed moratorium on the Northern Transition Area would affect the Carrboro Greens CUP. The TAB voted to table action on the Carrboro Greens Project until the Board of Aldermen lifted the moratorium. After evaluating temporary chicanes, the decision was made to install (3) speed humps along Stratford Drive.
1998	Carrboro Greens subdivision permit application denied by the Board of Adjustment because project does not include street connection to southern property line. Applicant appeals. Town decision is upheld by Superior Court.
1999	(August) Following monitoring of speed/volume, two additional speed humps were installed on Stratford Drive. A monitoring strategy was established.
	(September) The TAB held a joint review session with the Planning Board and Appearance Commission on the Carrboro Greens CUP and a proposed LUO text amendment. The TAB supported the staff recommendation regarding Carrboro Greens and further supported the change to Subsection 15-217(a).
	The developer of the Horne Hollow property provides the Town with the latest proposal. The development involves the creation of three lots using the minor subdivision process. The minor subdivision process does not involve the creation of any new public streets; however, the street connections linking the two portions of Autumn Drive can be completed.
	(November) The staff presented a general report to the Board of Aldermen concerning the Autumn Drive connection and requested to receive guidance on how to address road connectivity within the minor subdivision process. The Board of Aldermen referred this matter to staff, TAB, and Planning Board for further study and analysis to look at alternative traffic scenarios, with and without an Autumn Drive connection, that satisfy the Land Use Ordinance and ameliorate traffic effects.
	Hanna Ridge subdivision is approved. Street stub-out to the Adams' tract is required (MOTION: MCDUFFEE; SECOND: ZAFFRON; AFFIRMATIVES: NELSON, BROWN, CALDWELL, GIST, MCDUFFEE, SPALT, ZAFFRON).
2000	(January) The TAB held a public meeting with residents who lived in the vicinity of the proposed connection. The TAB requested that staff provide a traffic analysis that included accident and speeding data in the vicinity of the proposed connection.
	(February) The staff presented the traffic analysis to the TAB at their February 10, 2000 meeting. The TAB made a recommendation following the staff presentation and

DATE	ACTION
	<p>citizen input. The TAB recommendation was to connect the two Autumn Drives with a bicycle and pedestrian facility until such time the staff completes a comprehensive study of the connection for vehicular traffic.</p> <p>The staff presented a report to the Planning Board at their February 17, 2000 meeting. The Planning Board made a recommendation following the staff presentation and citizen input. The Planning Board recommendation was to support the Autumn Drive connection but delay final action until adequate resolution to pedestrian safety is found.</p>
	<p>(March) The Board of Aldermen held a public hearing on the Autumn Drive connection to receive citizens' comments March 7, 2000. The Planning Staff recommended to the Board of Aldermen the following changes to the Autumn Drive connection: a "hooked" neckdown traffic-calming design with a 20-foot pavement cross section, and a five-foot sidewalk along the north side; a three-way stop intersection at Stratford Drive and Autumn Drive, Downing Court and Autumn Drive, Autumn Drive and Barington Hills Drive, and a four-way stop intersection at Barington Hills Drive and Bruton Drive; and the use of traffic calming devices such as speed humps be added to the Autumn Drive connection into the Barington Hills subdivision if traffic speeds warrant the use of such devices based on criteria established with the Board's adopted Residential Traffic Management Plan.</p>
	<p>The Board of Aldermen voted in support of the Autumn Drive connection at the March 21, 2000 meeting with the following specification: the connection will consist of a "hooked" neckdown traffic-calming device with a 20-foot pavement cross section and a five-foot sidewalk along the north side which will be paid for by the developer of the Horne Tract; that traffic control devices for this connection will include: a three-way stop intersection at Stratford Drive and Autumn Drive, Downing Court and Autumn Drive, Autumn Drive and Barington Hills Drive, and a four-way stop intersection at Barington Hills Drive and Bruton Drive; that traffic-calming devices such as speed humps shall be included in the Autumn Drive connection into the Barington Hills subdivision based on criteria established within the Board's adopted Residential Traffic Management Plan prior to the opening of the connection; that a barricade accommodating emergency traffic be placed to obstruct vehicular traffic on Autumn Drive at the entrance to Barington Hills and the facility be striped as a pedestrian and/or bikeway until adequate pedestrian facilities with least impact are provided in Barington Hills at no cost to Barington Hills residents; and that sidewalks be constructed along Autumn Drive in the Barington Hills subdivision and on Barington Hills Drive with no costs to the residents (MOTION: DOROSIN; SECOND: SPALT; AFFIRMATIVES: BROUN, DOROSIN, MCDUFFEE, NELSON, SPALT, ZAFFRON. NOES: GIST).</p>
2001	<p>Smith Middle School Athletic Fields. Includes reservation for future Seawell school connector road (Motion: SPALT; Second: MCDUFFEE; AFFIRMATIVES: BROUN, MCDUFFEE, GIST, NELSON, SPALT, ZAFFRON, ABSENT: DOROSIN</p>
	<p>Jones Ferry Park and Ride Lot – Extension of Old Fayetteville Road (Motion: ZAFFRON; SECOND: BROUN; AFFIRMATIVES: NELSON, BROUN, DOROSIN, GIST, MCDUFFEE, SPALT, ZAFFRON</p>
	<p>Rose's Walk at University Lake (formerly Morgan Ridge). Street connection between Old Fayetteville Road and Berry hill Drive, satisfied by building bridge over Tom's Creek, is required (Motion: GIST; SECOND: BROUN; AFFIRMATIVES: NELSON, BROUN, DOROSIN,</p>

DATE	ACTION
	GIST, HERRERA, MCDUFFEE, ZAFFRON).
2002	Tramore West approved by the Board of Adjustment at western terminus of Tramore Drive. Street connection to the under/undeveloped property west of this project is included (MOTION: KRUTER; SECOND: MARSHALL; AFFIRMATIVES: COLLINS, KRUTER, ELLESTAD, RING, ISRAELSON, MARSHALL; ABSENT: SHEPHERD, CHILTON, DINGFELDER)
2003	(October) The Board of Aldermen received a report on the Pathway Drive and Tripp Farm connector roads. The Board voted that the Pathway Drive and Tripp Farm Road Connections to the Horace Williams Tract be removed from the Town's Connector Roads Plan. (MOTION: BROUN; SECOND: ZAFFRON; AFFIRMATIVES: BROUN, DOROSIN, GIST, HERERRAL, MCDUFFEE, ZAFRON, NELSON
	Winmore VMU approved. Street connections include stub-outs to north (2), south (3) and west (1) (MOTION: GIST; SECOND: BROUN; AFFIRMATIVES: BROUN, DOROSIN, GIST, HERERRA, MCDUFFEE, ZAFFRON NOES: NELSON).
2005	(August) Carrboro Connector Roads Plan is modified by adding a connector road between Merritt Mill Road and Brewer Lane. (Motion: MCDUFFEE; Second: BROUN; AFFIRMATIVES: BROUN, CHILTON, HERRERA, MCDUFFEE, ZAFFRON, NELSON NOES: GIST).
	High School # 3 – Connection of Tar Hill Drive to Rock Haven Road. (Motion: ZAFFRON; Second: GIST; AFFIRMATIVES: NELSON, BROUN, GIST, HERERRA, MCDUFFEE, ZAFFRON ABSENT: CHILTON).
2006	Jones Property at LHF. Street connection to Hogan Hills Road as well as Lake Hogan Farms Road Extension (MOTION: ZAFFRON; SECOND: HAVEN-O'DONNELL; AFFIRMATIVES: CHILTON, BROUN, COLEMAN, GIST, HERERRA, HAVEN-O'DONNELL, ZAFFRON).
2007	Ballentine subdivision approved. Street connection to Hogan Hills Road, as well as Lake Hogan Farms Road Extension and new street to serve subdivision, Twin Creeks Park and property to the east (Motion: ZAFFRON; Second: BROUN; AFFIRMATIVES: CHILTON, BROUN, COLEMAN, GIST, HERERRA, HAVEN-O'DONNELL, ZAFFRON).
	Elementary School #10 approved. Street connection/construction of northern terminus of Lake Hogan Farms Road (with Eubanks Road) (Motion: COLEMAN; SECOND: HERRERA; AFFIRMATIVES: CHILTON, BROUN, COLEMAN, GIST, HERERRA, HAVEN-O'DONNELL ABSENT: ZAFFRON).



This map is not regulatory. The verification of existing stub outs and a determination for street connections is made in the course of reviewing applications for development



STAFF RECOMMENDATIONS	
Staff Recommendations for Agency Board approval where applicable:	Comments on Staff Recommendations, if any, related to the conditions as presented in the CLOMR. If an addendum to the CLOMR is required, the staff recommendations, if any, must be included in the addendum.
Staff, TAB, AC, PB, EAB	1. The continued affordability of the units (lots 71, 72, 73, 74, 75, 78, 79, 80, 81, 82, 86, 87, 88, 93, 94, 95) must be specified in the Homeowner's Association documents per the provisions of Section 15-182.4 of the Land Use Ordinance. These documents must be approved by the Town Attorney prior to construction plan approval.
Staff, TAB, AC, PB, EAB	2. Certificates of Occupancy for each of the five (5) bonus 'market-rate' units may not be issued until such time as the corresponding affordable units (lots 71, 72, 73, 74, 75, 78, 79, 80, 81, 82, 86, 87, 88, 93, 94, 95) is constructed and offered for sale or rent for an amount consistent with the language found in Section 15-182.4 of the Town of Carrboro Land Use Ordinance.
Staff, TAB, AC, PB, EAB	3. That the applicant must obtain a driveway permit from NCDOT prior to construction plan approval.
Staff, TAB, AC, PB, EAB	4. That if a CLOMR for the proposed walkway beneath the Homestead Road bridge is necessary, then it must be received prior to the approval of the Construction Plans. The LOMR, if necessary must be received prior to the recording of the final plat for Phase IV of Claremont.
Staff, TAB, AC, PB, EAB	5. If necessary, that all state and federal 401 and 404 permits be obtained prior to construction plan approval.

Staff, TAB, AC, PB, EAB	6. Additional width for the easement be provided in the greenway for the area north of the bridge where steps may need to be installed due to the steep slope of the area.
Staff, TAB, AC, PB, EAB	7. That flexibility be allowed in the execution of the street tree planting plan (subject to the approval of the public works and the planning department), such that the combination of existing and proposed trees along all publicly dedicated streets in Claremont meet the street tree requirements of Section 15+315 of the Land Use Ordinance and that the final arrangement is such that 1/3 rd of the street trees proposed for this purpose are evergreen.
Staff, TAB, AC, PB, EAB, ESC	8. That the Homestead Road buffer and screening layout be incorporated into the Construction Plans.
Staff, TAB, AC, PB, EAB	9. That the applicant shall provide to the Zoning Division, prior to the recordation of the final plat for the project or before the release of a bond if some features are not yet in place at the time of the recording of the final plat, mylar and digital as-builts for the stormwater features of the project. Digital as-builts shall be in DXF format and shall include a base map of the whole project and all separate plan sheets. As-built DXF files shall include all layers or tables containing storm drainage features. Storm drainage features will be clearly delineated in a data table. The data will be tied to horizontal controls.

Staff, TAB, AC, PB, EAB	10. That the developer shall include detailed stormwater system maintenance plan, specifying responsible entity and schedule. The plan shall include scheduled maintenance activities for each unit in the development, (including cisterns, bioretention areas, swales, check dams, and irrigation pond), performance evaluation protocol, and frequency of self-reporting requirements (including a proposed self-reporting form) on maintenance and performance. The plan and supporting documentation shall be submitted to Town engineer and Environmental Planner for approval prior to construction plan approval. Upon approval, the plans shall be included in the homeowners' association documentation.
Staff, TAB, AC, PB, EAB	11. The prior to Construction Plan approval, the developer provide the necessary easements for all the bio-retention basins.
Staff, TAB, AC, PB, EAB	12. That prior to Construction plan approval, a soil scientist (or other qualified engineers/personnel) provide the appropriate information that the seasonal water table is at least two (2) feet below the bottom of the basins per NCDENR "Best Management Practice" manual.
Staff, TAB, AC, PB, EAB	13. That fire flow calculations and building-sprinkler design (as required) must be submitted and approved by the Town Engineer and Town Fire Department prior to construction plan approval.
Staff, TAB, AC, PB, EAB	14. That the applicant submit a Voluntary Annexation Petition prior to final plat approval.
Staff, TAB, AC, PB, EAB	15. That the applicant receive(s) CAPs from the Chapel Hill Carrboro City Schools District pursuant to Article IV, Part 4 of the Land Use Ordinance, prior to construction pan approval.

New Recommendation: Staff	16. On the final plat, the street right-of-way for the two connections to the Carolina North Property be dedicated right-of-way, but that no improvement (ie. grading, paving, curbing etc.) within these portions of the right-of-way be completed.
New Recommendation: Staff	17. That a payment-in-lieu be paid the Town of Carrboro for a portion of the greenway that connects to the Carolina North Property. This payment-in-lieu will be of the developer's estimate to construct the greenway.
New Recommendation: Staff	18. On the final plat, a sixteen (16) foot public access and maintenance easement that will connect to the Carolina North Property be dedicated.

ADMINISTRATIVE BOARD COMMENTS AND RECOMMENDATIONS	
Additional Action Board Comments & Recommendations	It is the policy of the Board to consider all comments and recommendations submitted from advisory boards. If a comment involves a LEED interpretation, then the applicant must provide a written response to the Board. The Board will not consider comments or recommendations that are not submitted in writing or are not submitted in a timely manner.
EAB	1. Agrees with the applicant's proposal to not pave the stub outs to the UNC property line because we concur with UNC conservation plans and desire to see the area remain undisturbed indefinitely.
EAB	2. Request that the applicant provide screening at the property border at the southwestern corner to address headlight impacts on adjacent properties.
EAB	3. Does not believe that this project should receive full recreational allowance for the playfield under a power line, or for the recreational amenities across Homestead Road because of difficult access.
EAB	4. Appreciate the payment in lieu offer to support a greenway crossing.
EAB	5. Prepare and share a LEED for Neighborhood Checklist to clarify the sustainability features included in the project.

EAB	<p>6. With regards to the greenway plan, we offer the following comments.</p> <p>I. That the applicant follow greenway trail guidelines as presented in the Town's Recreation and Parks Master Plan (RPMP), to include:</p> <ul style="list-style-type: none"> a. That during construction plan development, the following RPMP guidelines be enforced by Town staff <ul style="list-style-type: none"> i. "Grades should be contoured to avoid steep topography where feasible. Grades should be no steeper than 5% (3% when developing unpaved facilities). Should topography exhibit steeper slopes, the use of switchbacks should be employed to maintain a maximum slope of 10%. Grade should undulate gently, provide natural drainage and eliminate tiring monotonous segments." ii. "Alignment should follow the existing topography and maintain shallow gentle curves. Avoid long straight segments and sharp angular turns over 50 degrees. Take advantage of natural drainage features to minimize the need for major drainage modifications." <p>II. The final construction plans should incorporate design recommendations provided by Greenways, Inc. as part of the Bolin Creek Greenway Concept Plan development.</p> <p>III. Please consider as an alternative a tunnel for the greenway to cross Homestead Road because of safety concerns and creekside environmental sensitivity, including forest impacts.</p> <p>IV. Since much of the proposed alignment is within designated stream buffers, it is recommended that the applicant generally follow draft provisions in the Water Quality Buffer ordinance during construction phase of the greenway trail. It is further and specifically recommended that the applicant agree to</p> <ul style="list-style-type: none"> a. Put in and rigorously supervise compliance with tree protection fencing during construction of the greenway trail; this fencing should not automatically be assumed to allow clearing of the full 30' easement width for the entire corridor. The cleared corridor should be limited during construction to allow for reasonable construction and maintenance vehicle access, for example with occasional turnouts. Replanting of trees should be considered if warranted after construction. b. Where the greenway easement intersects the stream buffer, follow draft Town stream buffer requirements for non-perpendicular stream buffer crossings. Include the careful design and grading of the greenway installations to: maximize diffuse flow, nutrient removal and erosion protection, minimize adverse effects on aquatic life and habitat, and protect water quality to the maximum extent practical. c. For the section running east/west from lot 10 downslope to the floodplain, please grade the trail and add sinuosity to reduce the risk of erosive velocities and increase the trail useability, in light of the relatively steep slope. Please expand the easement as needed in this section to accommodate a more sinuous trail. The greenway easement should in no place be less than the width (30') of the sewer easement, and wider as needed. d. The plans are contradictory with regard to finished surface of the greenway, indicating in places both concrete and pervious (aka permeable) pavement. We recommend that the finished surface not be shown on final CUP plans, and be finalized in construction plan phase based on pending recommendations from greenway conceptual planning projects being pursued
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TAB	7. Because of the expected pedestrian traffic across Homestead Road, between the two phases of this development, we feel there must be a safe crossing of Homestead. We therefore recommend two sets of crosswalks with flashing lights, signage, and small refuge islands on Homestead: one located at the intersection of Homestead and Claremont and one located at the intersection of Homestead and "Street 1".
TAB	8. That the Town accept a payment-in-lieu for the southern portion of the greenway (past the "T" intersection as shown on the plans) and that the applicant provides an easement for the location of a bridge for a creek crossing once the bridge location is agreed upon and finalized.
TAB	9. That the road connection to Colfax Road remains as shown on the plans.
TAB	10. That the applicant extends the pavement and dedicate public right-of-way to the end of the property on the two stubouts to the UNC property. While it is not necessary to have curb and gutter or sidewalk, these connections to the UNC property need to be kept open for bicyclists and hikers to have access to that property.
TAB	11. That the applicant increase the greenway easement on the Claremont property to 30 feet wide, including the area on the north side of Homestead.
TAB	12. That the applicant increase the buffer between the alley and the homes in Wexford and provide a dense screen. The TAB found merit in the idea presented by one of the neighboring residents to reconfigure the southernmost portion of the alley such that some of the townhomes are moved south of the alley between the alley and the Wexford neighborhood, providing a buffer.
TAB	13. That the developer install traffic calming devices on streets "A" and "B" to discourage high-speed or cut through traffic.
PB	14. That the developer provide a Type A screen that includes both a fence and evergreen vegetation between the Krasnov property and the driveway at the southern end of the property.
PB	15. That there should be a safe pedestrian crossing across Homestead Road provided at Claremont Drive.

PB	16. Does not see the need for constructing the southern portion of the greenway trail on the west side of Bolin Creek and would instead like the developer to share in the cost of building a bridge across the creek to connect to a greenway system to be built on the east side.
PB	17. In addition to the playfield, a high-quality children's playground with play equipment be included in Phase 4 or 5 of the subdivision.
PB	18. The developer commit to the reservation of land for transit facilities in anticipation of the transformation of Homestead Road into a multi-modal urban thoroughfare.

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 1.
- ☐ The application is denied because it fails to comply with the Ordinance requirements set forth above in Section II.
- ☐ The application is denied because, if completed as proposed, the development more probably than not:

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

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

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

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