

**APPEARANCE COMMISSION
AGENDA**

December 1st, 2016

7:30 PM

Town Hall, Room 110

(Please note that all times are approximate)

- | | | |
|------------|------|---|
| 7:30- 8:00 | I. | Joint Review Items:
1. Review of Special Use Permit for Architecturally Integrated Subdivision at 610 Homestead Road |
| 8:00- 8:20 | II. | Discussion of Joint Review Items |
| 8:20- 8:30 | III. | Discussion of Concept Plan for IFC Project |
| 8:30- 8:35 | IV. | Approval of Minutes from April 7 th , June 2 nd , June 16 th and September 1 st , 2016 Meetings |
| | | Adjourn |

MINUTES
April 7th, 2016

Members Present: Sheryl Forbis, Roy Mars, Johnny Crncic

Members Absent: Gwen Barlow, Wendy Dale, Emily Kreutzer, Lydia Lavelle

Staff Present: James Thomas- Planner/Zoning Development Specialist

I. Discussion of Joint Review Items- Club Nova CUP Major Modification and Review of Revised Flex Ordinance

The Appearance Commission did not have much to say about the Club Nova CUP Major Modification- they did question if the existing building would be torn down or moved. Town staff stated that they believed that the applicant is wishing to move the building versus tearing it down. Town staff stated that the applicant would most likely need to appear before the Appearance Commission in order to ask for relief from the Downtown Architectural Standards.

The Appearance Commission did not have any comments related to the revision to the Flex Ordinance.

II. Review of Sign for Salon 2 Eleven @ 211 East Main Street

The Appearance Commission did not have any comments in regard to the sign for Salon 2 Eleven at 211 East Main Street.

VOTE: AYES (FORBIS, DALE, CRNCIC), NOES (0)

III. Approval of Minutes from January 7th and February 4th, 2016 Meetings

The Appearance Commission reviewed the minutes from the January 7th and February 4th, 2016 and voted to approve them as presented.

VOTE: AYES (FORBIS, DALE, CRNCIC), NOES (0)

Adjourn

MINUTES
June 2, 2016

Members Present: Roy Mars, Johnny Crncic, Wendy Dale

Members Absent: Gwen Barlow, Sheryl Forbis, Emily Kreutzer, Lydia Lavelle

Staff Present: Marty Roupe- Zoning Development Administrator

Guest: Andy Smith

NO QUORUM AT THIS MEETING

I. Discussion of Joint Review Item- Inara Court Conditional Zoning

The Appearance Commission stated that this project was right on track as a positive infill project. The Appearance Commission was in favor of it and would like to review the final product. The Appearance Commission did not have a quorum for this meeting, but the two members present voted in favor of the Conditional Zoning for this project.

II. Discussion of Joint Review Item- Lloyd Farm Conditional Zoning

The Appearance Commission stated that they needed more complete plans before they could make any comments in regard to this project.

The guest, Andy Smith stated that the proposed senior living building would be constructed of insulated concrete forms.

The Appearance Commission does not want it to look like a typical Harris Teeter and they referred Mr. Smith to the Southern Green project. The Appearance Commission stated that the Lloyd Farm project should more rustic and be similar in vernacular standards to the Southern Green project.

The Appearance Commission stated that the present Lloyd Farm project looks like a typical shopping mall.

Roy Mars stated that more complete elevations and plans should be required/reviewed by the Appearance Commission before the rezoning is approved.

Roy moved that architectural guidelines for Carrboro should be created/adopted and that future projects must comply with them before rezoning for the Lloyd Farm rezoning is approved.

III. Other discussion matters

Roy Mars stated that at a future meeting of the Appearance Commission (when a quorum is present) of adopting a recommendation to the Board of Aldermen to create architectural standards or guideline type document upon which the Appearance Commission can lean when framing their comments/criticisms in the future- particularly related to commercial projects.

Roy Mars suggested that these guidelines meet certain LEED certifications and suggested that a good project to reference is the Botanical Gardens Building in Chapel Hill.

Roy suggested a mid-month meeting where a quorum would be present in order to discuss further.

Adjourn

MINUTES
June 16th, 2016

Members Present: Roy Mars, Johnny Crncic, Wendy Dale, Sheryl Forbis

Members Absent: Gwen Barlow, Emily Kreutzer, Lydia Lavelle

Staff Present: James Thomas – Planner/Zoning Development Specialist

I. Discussion of Joint Review Item- Inara Court Conditional Rezoning

The Appearance Commission had a quorum present and voted in favor of the Inara Court Conditional Rezoning.

MOTION WAS MADE BY JOHNNY CRNCIC AND SECONDED BY ROY MARS FOR THE APPROVAL OF THE INARA COURT CONDITIONAL REZONING AS PRESENTED.

VOTE: AYES (FORBIS, DALE, MARS, CRNCIC), NOES (0)

II. Discussion of Joint Review Item- Lloyd Farm Conditional Rezoning

Roy Mars stated that this meeting was a continuation of the previous meeting on June 2nd, 2016 regarding the inclusion of green building standards to the Land Use Ordinance.

The Appearance Commission does not support the Lloyd Farm development as it is presently submitted and that the Land Use Ordinance should be amended to require all large commercial projects to be LEED platinum certified.

MOTION WAS MADE BY ROY MARS AND SECONDED BY WENDY DALES THAT THE APPEARANCE COMMISSION DOES NOT SUPPORT THE LLOYD FARM CONITIONAL REZONING AS PRESENTED AND THAT THE LAND USE ORDINANCE SHOULD BE AMENDED THAT ALL CONDITIONAL USE COMMERCIAL PROJECTS SHOULD MEET PLATINUM LEED REQUIREMENTS.

VOTE: AYES (FORBIS, DALE, MARS, CRNCIC), NOES (0)

III. Other discussion matters

Sheryl Forbis brought up the recent approval by the Board of Aldermen on the new Hilton Garden Hotel at 300 East Main Street. She stated that the Appearance Commission did not approve this project, suggesting numerous conditions, including giving the Appearance Commission another opportunity to review the final plan. The Board of Aldermen moved forward to approve the project, immediately after a public hearing in which the Appearance Commission stated that if it were to vote in its present plan, it would vote “no.”

She wanted the Appearance Commission to retroactively vote on this project.

MOTION WAS MADE BY SHERLY FORBIS AND SECONDED BY ROY MARS THAT THE APPEARANCE COMMISSION DOES NOT SUPPORT THE MAJOR MODIFICATION OF THE CONDITIONAL USE PERMIT FOR THE NEW HILTON GARDEN HOTEL.

VOTE: AYES (FORBIS, DALE, MARS, CRNCIC), NOES (0)

Adjourn

MINUTES
September 1st, 2016

Members Present: Roy Mars, Wendy Dale, Sheryl Forbis, Lydia Lavelle

Members Absent: Johnny Crncic, Gwen Barlow, Emily Kreutzer

Staff Present: James Thomas – Planner/Zoning Development Specialist

Guests: Douglas Pierson

I. Review of New Single-Family Residence at 130 Old Pittsboro Road within Neighborhood Preservation District

Douglas Pierson, architect and homeowner explained that he and his family have recently moved to Carrboro from California and they have purchased the property at 130 Old Pittsboro Road. This property is within the Neighborhood Preservation District.

Town staff explained that the state legislature does not allow local government to regulate what a house looks like, but to date, the town's Land Use Ordinance has not been updated to remove these provisions.

It is still necessary for the Appearance Commission to review the proposed single-family residence. Douglas Pierson stated that the house would be approximately 2,200 sf in size and that the exterior would be constructed of a mixture of concrete, glass and metal siding.

Roy Mars had positive things to say about the proposed house and complimented the homeowner about respecting the existing trees on the property.

With no further comments, the Appearance Commission forward with discussing the checklist of the Neighborhood Preservation District.

MOTION WAS MADE BY ROY MARS AND SECONDED BY WENDY DALE FOR THE APPROVAL OF THE PROPOSED NEW SINGLE-FAMILY RESIDENCE AT 130 OLD PITTSBORO ROAD. VOTE:AYES (FORBIS, DALE, MARS), NOES (0)

II. Discussion of Joint Review Item- Special Use Permit for 103 West Carr Street

The Appearance Commission reviewed the plans for the proposed new single-family residence at 103 West Carr Street. Sheryl Forbis stated that she has looked at the existing single-family residence and agrees with the applicant that it is not worth saving.

Roy Mars stated that he appreciated the house being constructed to Gold LEED standards, but thinks that the house should be built to Platinum LEED standards.

With no further comments, the Appearance Commission voted to approve the Special Use Permit for 103 West Carr Street with the following recommendations:

1. That rain collection (ie. rain barrels etc.) be integrated into the project.
2. That the house be constructed to Platinum LEED standards.

MOTION WAS MADE BY WENDY DALE AND SECONDED BY ROY MARS THAT THE APPEARANCE COMMISSION APPROVE THE SPECIAL USE PERMIT AT 103 WEST CARR STREET WITH THE FOLLOWING RECOMMENDATIONS:

- 1. THAT RAIN COLLECTION (IE. RAIN BARRELS ETC.) BE INTEGRATED INTO THE PROJECT.**
- 2. THAT THE HOUSE BE CONSTRUCTED TO PLATINUM LEED STANDARDS.**

VOTE: AYES (FORBIS, DALE, MARS), NOES (0)

III. Review of Milltown Family Dentistry Sign at 310 East Main Street

The Appearance Commission review the proposed sign at 310 East Main Street and approved it as presented.

IV. Review of Minutes May 7th, June 2nd and June 16th, 2016

Sheryl Forbis stated that the minutes from the June 16th, 2016 meeting needed to be changed to reflect what she stated. Town staff stated that the changes would be made and that the minutes would be brought back to a future meeting.

Adjourn

JOINT REVIEW BOARDS

AGENDA ITEM ABSTRACT

MEETING DATE: DECEMBER 1ST, 2016

SUBJECT: JOINT REVIEW FOR THE 610 HOMESTEAD ROAD ARCHITECTURALLY INTEGRATED SUBDIVISION SPECIAL USE PERMIT.

DEPARTMENT: PLANNING DEPARTMENT	PUBLIC HEARING: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
ATTACHMENTS: A. STAFF REPORT B. PROJECT PLANS C. APPLICANT RESPONSES TO ADVISORY BOARD CONCEPT PLAN COMMENTS D. TRANSPORTATION IMPACT LETTER E. NEIGHBORHOOD INFORMATION MEETING INFO F. TREE REMOVAL JUSTIFICATION LETTER G. TREE CANOPY EXHIBIT H. BMP AMENITY EXHIBIT I. RESPONSES TO TOWN POLICY DOCUMENTS J. RESPONSES TO ARCHITECTURAL STANDARDS	FOR INFORMATION CONTACT: JEFF KLEAVELAND, 918-7332

PURPOSE

The Berryhill Group as represented by Veteran Engineering Associates, Inc., has submitted an application for the construction of a 12 lot Architecturally Integrated Subdivision residential development located at to above referenced addresses (Attachment B).

INFORMATION

The Special Use Permit, if approved, would allow the creation of a 12 lot residential subdivision, with common shared open spaces, recreation amenities and supporting infrastructure. The subject property is zoned R-20 and contains two parcels for a combined acreage of about 7.09 acres. These parcels are identified by Orange County PINs 9779182544, 9779184700. For a vicinity map, see cover sheet of Attachment B

STAFF RECOMMENDATION

The staff recommends that the Advisory Boards offer comments as needed (including review of the following staff recommendations) and prepare summary recommendations for a Special Use Permit to allow the construction of the proposed 610 Homestead Road AIS. Staff recommendations are as follows:

1. That Certificates of Occupancy for the final the two units may not be issued until such time as the *payment in lieu* for 1.8 affordable units is made (in accordance with the Town's fee schedule at the time of payment). A note to this effect shall be required on the final plat.
2. Prior to construction plan approval, the plans need to include a standard detail, per section 15-291 of the LUO, demonstrating that each lot can provide off-street parking sufficient to accommodate two cars, excluding those spaces provided within the garage.

3. That flexibility be allowed in the execution of the street tree planting plan (subject to the approval of public works and the planning department), such that the combination of existing and proposed trees along all publicly dedicated streets in the subdivision meet the street tree requirements of Section 15-315 of the Land Use Ordinance and that the final arrangement is such that 1/3rd of the street trees retained and/or proposed for this purpose are evergreen.
4. 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.
5. Per Section 15-263.1, that the developer shall include a detailed stormwater system maintenance plan, specifying responsible entity and schedule. The plan shall include scheduled maintenance activities for each stormwater BMP in the development, 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.
6. That, prior to issuance of a CO, a final plat, or the certification of a stormwater BMP, the Town may require a performance security be posted for a period of two years per the provisions of Section 15-263(i).
7. That utilities shall be installed underground per the provisions or 15-246 of the Land Use Ordinance.
8. That the developer provide a written statement from the electrical utility stating that electric service can be provided to all locations shown on the construction plans prior to the approval of the construction plans;
9. That fire flow calculations must be submitted and approved by the Town Engineer and Town Fire Department prior to construction plan approval.
10. That the applicant submit a Voluntary Annexation Petition prior to final plat approval.
11. That the applicant receive(s) CAPS from the Chapel Hill-Carrboro City Schools district pursuant to Article IV, Part 4 of the Carrboro Land Use Ordinance prior to construction plan approval.
12. That, prior to final plat approval, the Homeowner's declarations and covenants shall satisfy the applicable provisions of the Land Use Ordinance subject to review and approval of the Town Attorney.

STAFF REPORT

TO: Advisory Boards

DATE: December 14, 2016

PROJECT: 610 Homestead Rd Architecturally Integrated Subdivision
Special Use Permit

APPLICANT
And OWNERS: The Berryhill Group, LLC
104 Painted Turtle Lane
Chapel Hill, NC 27516

PURPOSE: To acquire a Special Use Permit for the construction of a 12
lot single family residential subdivision

EXISTING ZONING: R-20.

TAX MAP NUMBER: 9779182544, 9779184700

LOCATION: 610 Homestead Rd & 8802 Lake Hogan Farm Rd

TRACT SIZE: 7.09 acres, combined (approximately 308,862 sf)

EXISTING LAND USE: Vacant & Single Family Home (to be removed)

PROPOSED LAND USE: 1.110 Residential, Single Family Detached, One dwelling
unit/lot

SURROUNDING
LAND USES: North: R-20; *single-family residential*
South: Homestead R/W, R-15; *single-family residential*
West: R-15; *single-family residential*
East: R-20; *single-family residential*

ZONING HISTORY: R-20 Since 1980

ANALYSIS

Background, Concept Plan

Background

The Berryhill Group as represented by Veteran Engineering Associates, Inc., has submitted an application for the construction of a 12 lot Architecturally Integrated Subdivision residential development located at to above referenced addresses (Attachment B).

The Special Use Permit, if approved, would allow the creation of a 12 lot residential subdivision, with common shared open spaces, recreation amenities and supporting infrastructure.

The subject property is zoned R-20 and contains two parcels for a combined acreage of about 7.09 acres. These parcels are identified by Orange County PINs 9779182544, 9779184700. For a vicinity map, see cover sheet of Attachment B

Concept Plan

Before formal plans were submitted, the applicant prepared a concept plan as required by Section 15-48.1 of the LUO. The conceptual design ordinance requires the designer to describe in detail their project and receive feedback from the Joint Advisory Boards (Planning Board, Appearance Commission, Economic Sustainability Commission, Environmental Advisory Board & the Transportation Advisory Board). The project was presented to these Boards on October 1st, 2015. As required, the applicant provide written responses to the advisory board's comments. These written responses are attached (Attachment C).

Density, Affordable Housing

Density.

As stated previously, the 12 unit density pursued by this project is below the 15 unit maximum base density allowed in the R-20 zoning district at 1 unit/20,000 sf of lot area. The applicant is not seeking any density bonus units.

Size-Restricted Units

Section 15-188 of the LUO includes provisions that require that the developer build a percentage of "size-limited" units between 1,350 and 1,100 square feet as a strategy to provide some affordable housing on the market. These provisions apply only for developments of at least 13 dwelling units thereby exempting the 610 Homestead Road subdivision from this requirement.

Affordable Housing

Per the provisions of Section 15-54.1 of the LUO, the applicant is providing a payment-in-lieu of affordable housing. This section states a goal of 15% affordable housing for new development, to this end, the applicant is proposing a payment in lieu of affordable units

equivalent to 15% of the 12 lots proposed, for a total of 1.8 units. These number of units, per the Towns fee schedule, amounts to a payment in lieu amount of 1.8 x \$32,167/point or **\$57,900.60**. The following condition provides a mechanism to assure the Town that it receives this payment.

- That Certificates of Occupancy for the final the two units may not be issued until such time as the *payment in lieu* for 1.8 affordable units is made (in accordance with the Town’s fee schedule at the time of payment). A note to this effect shall be required on the final plat.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to density and affordable housing subject to the conditions mentioned above.

**Streets & Sidewalks, Connectivity, Traffic Analysis, Traffic Calming, Greenways
Transit, Parking;**

Streets & Sidewalks

The proposed sub-collector street is built according to the public street standard of Article XIV of the LUO; this requires a minimum 26’ wide pavement section with curb and gutter, and sidewalks on both side of the street; no bike lanes are required. The new street is about 665’ in length and ties into Lake Hogan Farms Road about 380 feet from Homestead Road. Section 15-218 prefers a minimum intersection separation distance of 400 feet (instead of 380) but goes on to allow deviations from this standard when there is no other access alternative. To this end, the designer has maximized the available intersection separation.

Connectivity

In guiding Carrboro’s growth, Town policy supports the development of an interconnected matrix of public streets. Section 15-214 of the Land Use Ordinance (LUO) requires new subdivisions to tie into anticipated streets outside the development, thereby providing “connectivity” to the Town’s public road system. The 610 Homestead AIS has addressed this provision by ending the new street with a tee intersection that is configured to allow for a future extension to Homestead Road in the vicinity of Stratford Drive. This tee is built to the sub-collector standard.

Traffic Analysis

Vehicular traffic to the 12 new homes will be served off of Lake Hogan Farms Road about These dwellings are expected to add approximately 120 trips per day onto Lake Hogan Farms Road and the surrounding road network.

The additional traffic generated by this development is not expected to exceed the capacity of the surrounding road network. Lake Hogan Farms Road is a collector street which are generally designed to handle between 800 and 6000 trips per day. The most recent traffic counts taken by Town Staff in this area of Lake Hogan Farms road were approximately 2100 trips per day in 2003. This count was taken in association with a traffic calming request in 2003 that resulted in the installation of some stop signs and speed tables along Lake Hogan Farm Road.

Homestead Road is classified as an arterial with a design capacity of 11,000 trips per day. The 2015 NCDOT Annual Average Daily Traffic (AADT) counts on Homestead Road in this area show an average of 5200 trips per day. For comparison, the AADT for Jones Ferry Road between the NC 54 bypass and Main Street is 8300 trips per day.

NCDOT's review of the project did not mention any issues associated with impacts to Homestead Road's capacity. Because of the small number of additional trips generated by the development, NCDOT did not require that the applicant do an intersection analysis to see if signalization is required. The applicant has provided the attached traffic impact analysis (Attachment D)

At the Neighborhood Information Meeting a few of the citizens in the area reported peak morning and evening congestion at the Lake Hogan Farms/Homestead Road intersection (Attachment E). The proposed subdivision could someday alleviate some of this congestion at such time as it is extended to connect to Homestead in the vicinity of Stratford Drive. This connection would be the responsibility of the property owner to the south and not the applicant.

Traffic Calming

The Lake Hogan Farms subdivision has at this time only two main entrances; Hogan Hills Road located off Old NC 86 and Lake Hogan Farms Rd off of Homestead Road. This arrangement creates a bottleneck situation during peak travel periods. Future roadway connections as detailed in the Town's Connector Road plan could help alleviate some of these problems in the future. As street connections are completed, impacted streets, such as the proposed sub-collector will likely have an interest in traffic calming measures. The Town has requested that the applicant include traffic calming measures on the street to anticipate this future connection. The applicant does not wish to do this at this time. The Board may wish to discuss this matter in further detail with the applicant.

NCDOT and the Town Transportation Planner has reviewed and approved the configuration of the roads as shown on the plans. The developer will need to obtain a driveway permit which may include additional encroachment agreements from Public Works prior to construction plan authorization.

Greenways

No greenway facilities are being constructed on the site. Early in the review process the applicant and staff discussed the possibility of a pedestrian/bicycle path along the Homestead Road frontage.

Transit

Chapel Hill Transit has been notified of the proposed project and has no immediate plans in the vicinity that require the project to provide a bus stop.

Parking:

Per section 15-291 each lot will be required to park two cars safely outside of the street right-of-way. The parking spaces within the garage cannot be counted toward this requirement. Because of this the following condition is required:

- Prior to construction plan approval, the plans need to include a standard detail, per section 15-291 of the LUO, demonstrating that each lot can provide off-street parking sufficient to accommodate two cars, excluding those spaces provided within the garage.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to Streets & Sidewalks, Connectivity, Traffic Analysis, Traffic Calming, Greenways, Transit, & Parking.

Tree Protection, Street Trees, Homestead Road Buffer, Tree Canopy

Tree Protection

The site is almost completely wooded with primarily pines and a few hardwoods. Large trees, as defined by the LUO, having a diameter of 18 inches or greater are to be retained whenever possible (15-316). A complete tree survey has been performed identifying 10 such trees on these properties and all of them require removal to accommodate the installation of the road and related infrastructure as shown on the site plan. The development of individual lots will require additional tree removal. Trees on the lots will be retained at the discretion of the home builder and the developer. As required, the applicant has provided the attached tree removal justification letter (Attachment F).

Street Trees

The landscape plan proposes 43 large street trees, 21 of which are Red Maples and the remainder, Willow Oak. These are shown to demonstrate compliance with the street screening requirements of section 15-308. None of the proposed plantings are on the Town's List of Invasive Plant Species on Appendix E-17 of the LUO. These plans will be reviewed further during construction plan review.

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

- That flexibility be allowed in the execution of the street tree planting plan (subject to the approval of public works and the planning department), such that the combination of existing and proposed trees along all publicly dedicated streets in the subdivision meet the street tree requirements of Section 15-315 of the Land

Use Ordinance and that the final arrangement is such that 1/3rd of the street trees retained and/or proposed for this purpose are evergreen.

Homestead Road Buffer

Section 15-312 requires that developments adjacent to Homestead Road (and others) to preserve an undisturbed Protective Buffer that is a minimum of 50' in width and an average of 100' in width. Further this Section requires that a Type A screen be provided on the development side of this buffer in places where the existing vegetation is insufficient. The proposed subdivision has existing dense vegetation in the vicinity of the road buffer. No additional screening should be required to meet the provisions of 15-312. These road buffer screening requirements are a continuous obligation of the permit; should the existing screening fail through fire or disease, the permit will require that it be replaced in accordance with the provisions of 15-312.

Tree Canopy

Section 15-319 requires that residential developments maintain a tree canopy equivalent to 40% of the lot area. The applicant has provided the attached exhibit demonstrating that they have satisfied this requirement by providing 41% tree canopy coverage (Attachment G).

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to Tree Protection, Street Trees, the Homestead Road Buffer, and Tree Canopies.

Drainage and Water Quality, Stormwater Bonding, Stream Buffers, Grading, Erosion Control, and Phasing

Drainage and Water Quality

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, quantity, and volume.

To this end, the grading and drainage plan show a system of curb and gutter, catch basins and pipes that collect and direct water to a large bioretention basin east of the lots. This basin and its associated appurtenance will be located off-site within a private stormwater easement on the adjacent lot.

Section 15-263 also regulates the *volume* increase of stormwater runoff as a result of the new development. In this instance, the LUO allows for a 400% increase in stormwater volume runoff. The project has been satisfactorily reviewed for compliance with this section and the bioretention facility has been designed to maximize infiltration of the stormwater by allowing additional volume storage.

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

- 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.
- Per Section 15-263.1, that the developer shall include a detailed stormwater system maintenance plan, specifying responsible entity and schedule. The plan shall include scheduled maintenance activities for each stormwater BMP in the development, 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.

Stormwater Bonding

Section 15-263 (i) enables the Town to require the developer post a security to the Town to assure that the stormwater BMPs perform as designed; because of this, the following condition is recommended.

- That, prior to issuance of a CO, a final plat, or the certification of a stormwater BMP, the Town may require a performance security be posted for a period of two years per the provisions of Section 15-263(i).

Stream Buffers

The proposed grading and stormwater plan does not encroach into stream buffers.

Grading

The grading plan limits the grading disturbance to the installation of the street, stormwater devices and the walking path. Addition minor grading would be expected on the individual lots during home construction.

Erosion Control

A simple erosion control plan has been provided which is provisionally satisfactory to Orange County Erosion Control. Additional details will be provided as part of the Construction Plan review process.

Phasing

The project is not phased.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to Drainage and Water Quality, Stormwater Bonding, Stream Buffers, Grading, Erosion Control, and Phasing, subject to the conditions mentioned above.

Utilities, Fire Safety, Lighting, Refuse Collection

Utilities

The water and sewer plans have been reviewed by OWASA and meet with their general approval. OWASA will review the plans in greater detail during construction plan review.

The plans show that the applicant intends to tie into an existing waterline within Lake Hogan Farms Road while their proposed sewer connection will tie into the existing sewer stub-out at the north end of Stratford Drive via a 30' OWASA easement. This arrangement has been reviewed and provisionally approved both OWASA and NCDOT. Construction plans will require further approval.

Regarding electric and gas, utilities, the applicant has submitted letters by the respective providers indicating that they can serve the development.

Per Section 15-246 of the LUO, the plans must 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. Because of this the following condition is recommended:

- That utilities shall be installed underground per the provisions or 15-246 of the Land Use Ordinance.

The Public Works Department prefers to receive written confirmation from the electrical utility prior to construction plan approval. Because of this, staff recommends the following condition.

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

Fire Safety

The CUP plans have been reviewed and provisionally approved by the Fire Department subject to further review during construction plans. One new fire hydrants is provided in the mid-block section of the new road and one existing fire hydrant is available about 150 feet south on Lake Hogan Farms Road.

Fire flow calculations must be submitted and approved by the Town Engineer and Fire Department prior to construction plan approval. A condition to this effect shall be entered onto the permit.

- That fire flow calculations must be submitted and approved by the Town Engineer and Town Fire Department prior to construction plan approval.

Lighting

The Town's Street Lighting Policy regulates the lighting requirements for the proposed new street. To this end the applicant has proposed three street lights that satisfy the Town's current requirements.

Refuse Collection

The project's waste arrangements have been reviewed by both Public Works and Orange County. The Town and County will provide trash and recycling collection services for the development while the County will be involved in managing construction waste.

Waste management during construction requires from the County an approved Solid Waste Management Plan as well as a permit. The Solid Waste Management Plans and permit will be obtained prior to construction.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to Utilities, Fire Safety, Lighting and Refuse Collection subject to the conditions mentioned above.

Open Space, Recreation.

Open Space

Per the provisions of 15-198, every residential development is required to set aside at least 40% of the total area of the development in permanent open space. "Open Space" as defined by the LUO excludes some parts of the development from being so defined. In particular the 30-40' in width area along the northern property line (located behind the lots) cannot be claimed as open space.

In order to satisfy the 40% requirement, the applicant is therefore claiming the area associated with the off-site BMP as illustrated in the exhibit on SP-1 of the attached project plans (Attachment B). In order for this facility to counted toward open space it must be improved in such a way as to be "conducive to actual use for passive recreation purposes by residents of the development where located" (15-198); to this end the applicant has provided the walking trail and gazebo rest-stations around the BMP and has taken steps to design the facility to be an attractive natural feature (Attachment H).

Note that during the concept plan phase of the project, primary and secondary conservation areas as defined by 15-198 are identified and prioritized for protection prior to locating lots and infrastructure. The small amount of primary constraints (19.2%) on the subject parcels results in a lot layout that preserves this constraint within the common open space.

Recreation

The proposed 12 residential dwelling units combine to require 124.68 recreation points, per Section 15-196 of the LUO. The applicant satisfies this requirement by providing a total of 127.32 points (80.37 points: walking trail, 46.94 points: two "gazebo" bench/shelters). As required per 15-196-f, 10% of the amenities must be suitable for

children under the age of 12; this amounts of 12.5 points; the applicant proposes that the walking path will serve to satisfy these regulations.

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

Miscellaneous

Construction Management

Prior to construction plan approval the Town will inform the applicant and contractor of the requirements of the Town Code pertaining to construction noise and hours of operation and obstructing or excavating within public street rights of way. Section 15-49 (c-1) further enables the Town to require the applicant submit a construction management plan prior to construction plan approval.

Town Planning Documents

Regarding the following Town’s long range planning documents the applicant has provided the attached written responses (Attachment I).

- a. Connector Roads Policy
- b. Facilitated Small Area Plan for Carrboro’s Northern Study Area
- c. Vision 2020

Architectural Standards

The recommended architectural standards provisions of Section 15-177 of the LUO uses examples and descriptions of the Town’s existing “vernacular” housing stock to exemplify coherent design standards. These standards are considered recommended due to changes in the state legislature that prohibit municipalities from regulating architectural design. The intention of this section is to support cohesive building design that is either in the Carrboro vernacular “style”, or, is of another equally cohesive design language. In response to these provisions, the applicant has provided the attached letter along with representative examples of the proposed housing types (Attachment J).

Voluntary Annexation

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

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

CAPS

Per Article IV, Part 4 of the LUO, the applicant must receive the required Certificate(s) of Adequacy of Public School Facilities (CAPS) from the Chapel Hill Carrboro City Schools District prior to construction plan approval. The CAPS for the 610 Homestead Road subdivision were provisionally approved by the Board of Education on October, 6, 2016. This process will need to be reconfirmed prior to construction plan approval. Because of this the following condition is recommended.

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

Neighborhood Information Meeting

The applicant conducted a neighborhood information meeting on November 1st, 2016. Staff was in attendance at this meeting. Seven (or so residents) attended the presentation by the developer and his two consultants. Attached are the minutes and sign-in sheet from the meeting (Attachment E).

Homeowner’s Association Documents

Prior to construction plan approval Homeowner’s Associations Declarations and Covenants will need to be submitted to the Town for review and approval by the Town Attorney. Section 15-83.36 of the LUO specifically prevents these documents from prohibiting “devices that generate or conserve energy or water”. Photovoltaic panels and clotheslines are such devices that cannot be regulated by homeowner’s associations. Because of this the following condition is recommended:

- That, prior to final plat approval, the Homeowner’s declarations and covenants shall satisfy the applicable provisions of the Land Use Ordinance subject to review and approval of the Town Attorney.

CONCLUSION – The project meets all the requirements of the Land Use Ordinance pertaining to categories listed above subject to the aforementioned conditions.

STAFF RECOMMENDATIONS:

The staff recommends that the Advisory Boards offer comments as needed (including review of the following staff recommendations) and prepare summary recommendations for a Special Use Permit to allow the construction of the proposed 610 Homestead Road AIS. Staff recommendations are as follows:

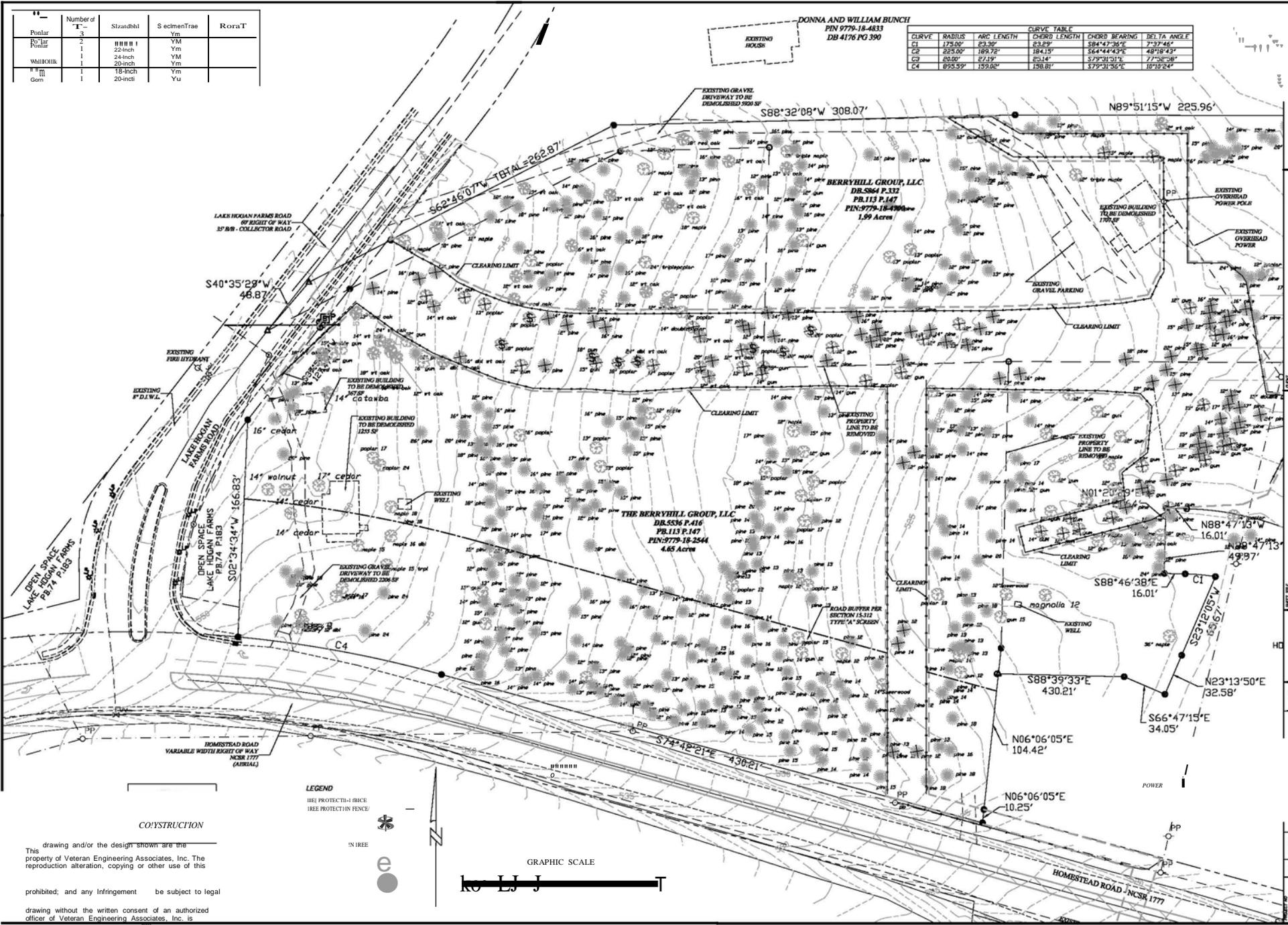
1. That Certificates of Occupancy for the final the two units may not be issued until such time as the *payment in lieu* for 1.8 affordable units is made (in accordance with the Town’s fee schedule at the time of payment). A note to this effect shall be required on the final plat.
2. Prior to construction plan approval, the plans need to include a standard detail, per section 15-291 of the LUO, demonstrating that each lot can provide off-street parking sufficient to accommodate two cars, excluding those spaces provided within the garage.
3. That flexibility be allowed in the execution of the street tree planting plan (subject to the approval of public works and the planning department), such that the combination of existing and proposed trees along all publicly dedicated streets in the subdivision meet the street tree requirements of Section 15-315 of the Land

Use Ordinance and that the final arrangement is such that 1/3rd of the street trees retained and/or proposed for this purpose are evergreen.

4. 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.
5. Per Section 15-263.1, that the developer shall include a detailed stormwater system maintenance plan, specifying responsible entity and schedule. The plan shall include scheduled maintenance activities for each stormwater BMP in the development, 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.
6. That, prior to issuance of a CO, a final plat, or the certification of a stormwater BMP, the Town may require a performance security be posted for a period of two years per the provisions of Section 15-263(i).
7. That utilities shall be installed underground per the provisions or 15-246 of the Land Use Ordinance.
8. That the developer provide a written statement from the electrical utility stating that electric service can be provided to all locations shown on the construction plans prior to the approval of the construction plans;
9. That fire flow calculations must be submitted and approved by the Town Engineer and Town Fire Department prior to construction plan approval.
10. That the applicant submit a Voluntary Annexation Petition prior to final plat approval.
11. That the applicant receive(s) CAPS from the Chapel Hill-Carrboro City Schools district pursuant to Article IV, Part 4 of the Carrboro Land Use Ordinance prior to construction plan approval.
12. That, prior to final plat approval, the Homeowner's declarations and covenants shall satisfy the applicable provisions of the Land Use Ordinance subject to review and approval of the Town Attorney.

Symbol	Number of	Size/dim	Section/Tree	Remarks
Circle with dot	3		YM	
Circle with cross	1	22-inch	YM	
Circle with cross	1	24-inch	YM	
Circle with cross	1	20-inch	YM	
Circle with cross	1	18-inch	YM	
Circle with cross	1	20-inch	Yu	

CURVE	RADIUS	ARC LENGTH	CURVE TABLE		
			CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	175.00'	23.30'	83.29'	S84°47'36"E	7°37'46"
C2	225.00'	169.72'	184.15'	S64°44'43"E	48°18'43"
C3	60.00'	27.19'	26.14'	S79°31'01"E	77°36'38"
C4	893.59'	159.80'	158.07'	S79°31'36"E	16°10'24"



LEGEND
 [Symbol] PROTECTIVE FENCE
 [Symbol] TREE PROTECTION FENCE

IN TREE

GRAPHIC SCALE



CONSTRUCTION

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action without the written consent of an authorized officer of Veteran Engineering Associates, Inc. is prohibited.

Scale: 1" = 40'

Sheet 2 of 2

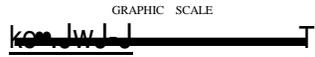
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NO.	DATE	BY	CHK.	DATE
1	10/20/20	JW	MS	10/20/20
2	10/20/20	JW	MS	10/20/20
3	10/20/20	JW	MS	10/20/20
4	10/20/20	JW	MS	10/20/20
5	10/20/20	JW	MS	10/20/20

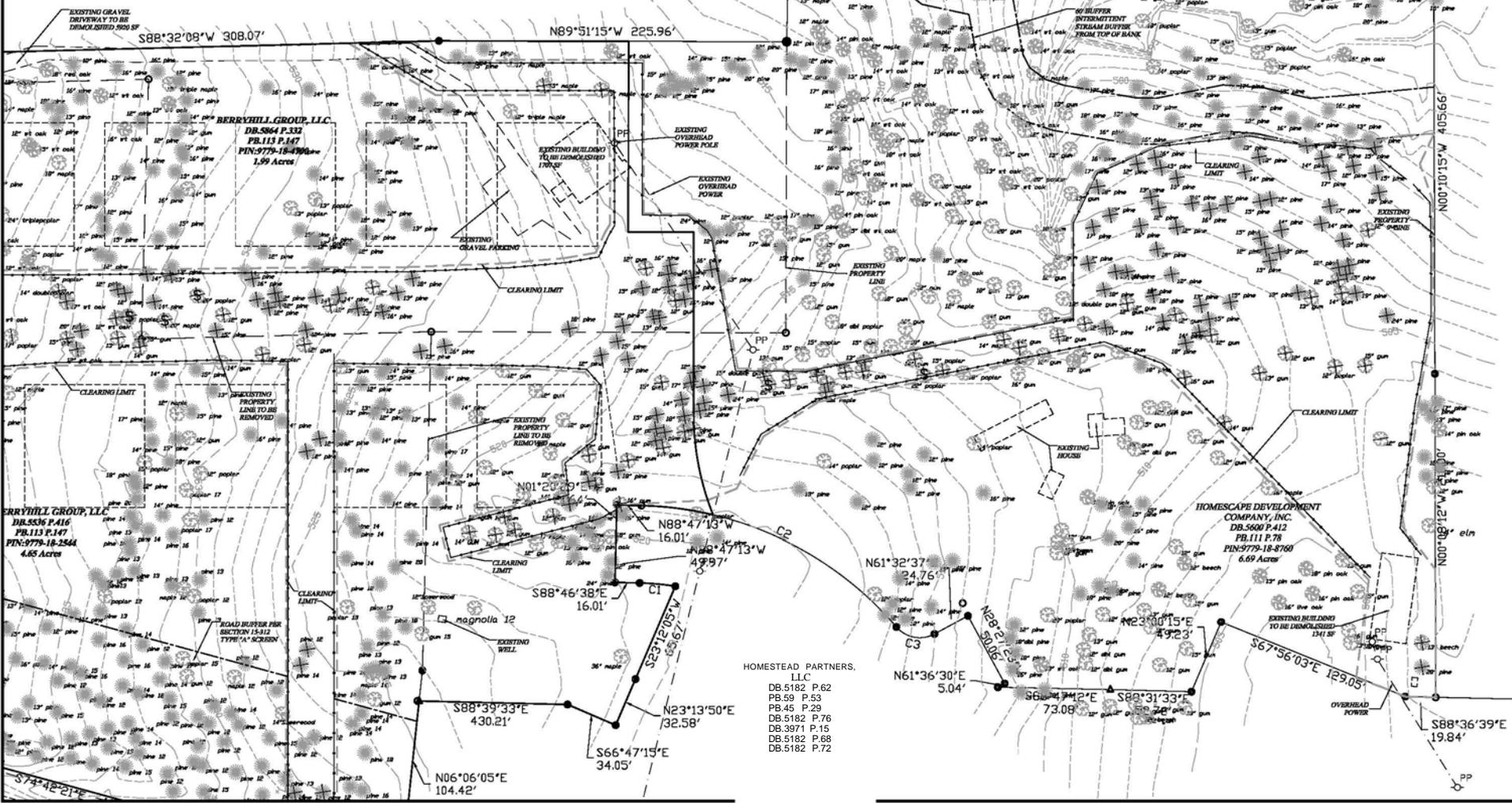
EX1

Number of	Size (dbh)	Specimen Tree
1	18-inch	Yes
2	20-inch	Yes
3	22-inch	Yes
4	24-inch	Yes
5	26-inch	Yes
6	28-inch	Yes
7	30-inch	Yes
8	32-inch	Yes
9	34-inch	Yes
10	36-inch	Yes
11	38-inch	Yes
12	40-inch	Yes
13	42-inch	Yes
14	44-inch	Yes
15	46-inch	Yes
16	48-inch	Yes
17	50-inch	Yes
18	52-inch	Yes
19	54-inch	Yes
20	56-inch	Yes
21	58-inch	Yes
22	60-inch	Yes
23	62-inch	Yes
24	64-inch	Yes
25	66-inch	Yes
26	68-inch	Yes
27	70-inch	Yes
28	72-inch	Yes
29	74-inch	Yes
30	76-inch	Yes
31	78-inch	Yes
32	80-inch	Yes
33	82-inch	Yes
34	84-inch	Yes
35	86-inch	Yes
36	88-inch	Yes
37	90-inch	Yes
38	92-inch	Yes
39	94-inch	Yes
40	96-inch	Yes
41	98-inch	Yes
42	100-inch	Yes



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CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	175.00'	23.20'	23.39'	S84°42'36"E	7°37'46"
C2	225.00'	189.72'	184.13'	S64°44'43"E	48°18'43"
C3	20.00'	27.19'	25.14'	S79°31'51"E	77°52'58"
C4	895.59'	139.06'	136.61'	S79°31'56"E	10°18'24"



BERRYHILL GROUP, LLC
 DB.5664 P.412
 PB.113 P.147
 PIN:9779-18-4786
 1.99 Acres

BERRYHILL GROUP, LLC
 DB.5664 P.412
 PB.113 P.147
 PIN:9779-18-2544
 4.65 Acres

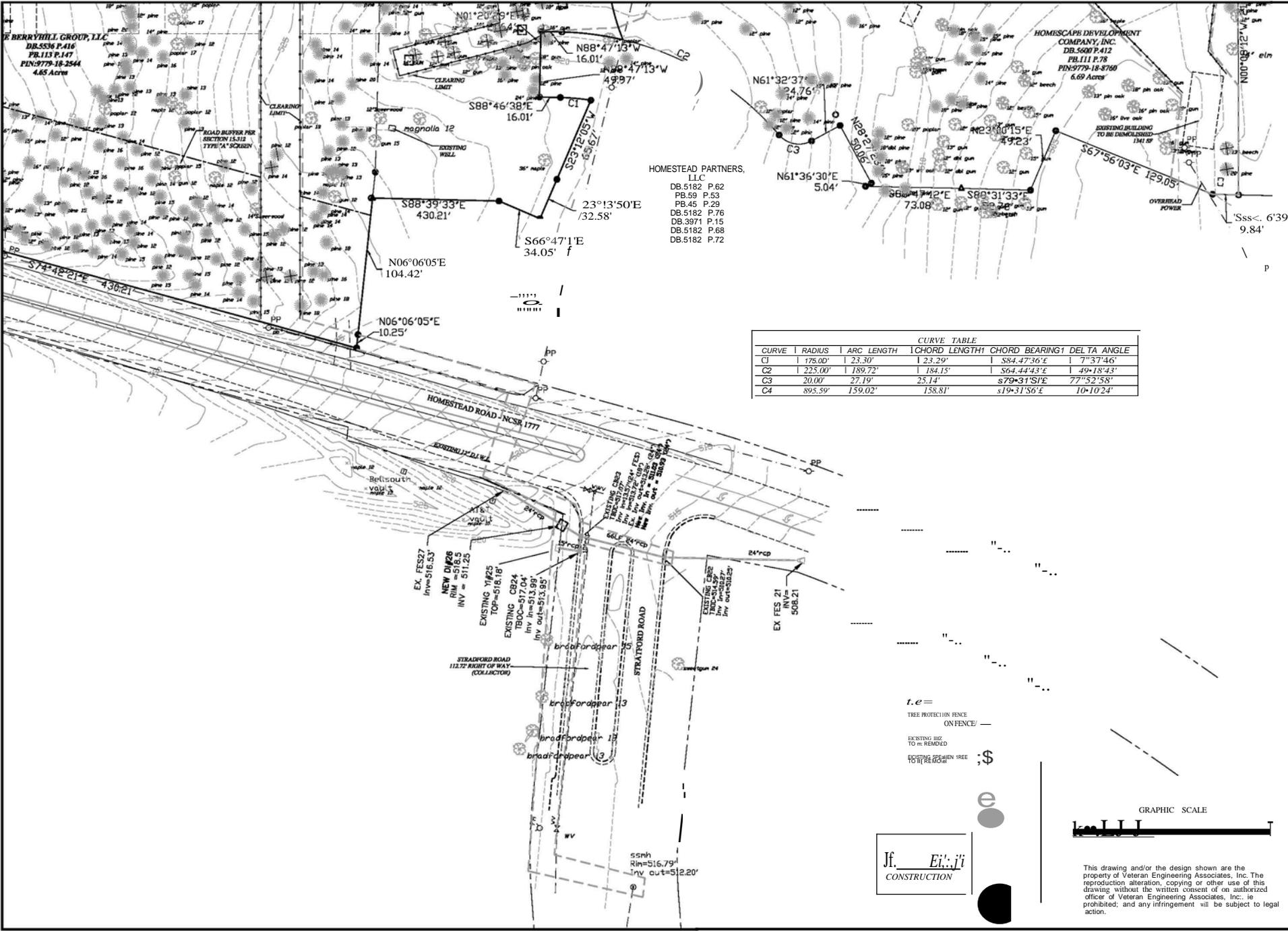
HOMESTEAD PARTNERS, LLC
 DB.5182 P.62
 PB.59 P.53
 PB.45 P.29
 DB.5182 P.76
 DB.3971 P.15
 DB.5182 P.68
 DB.5182 P.72

HOMESCAPE DEVELOPMENT COMPANY, INC.
 DB.5600 P.412
 PB.111 P.78
 PIN:9779-18-8760
 6.69 Acres

VETERAN ENGINEERING ASSOCIATES, INC.
 100 PARKWAY DRIVE
 FAYETTEVILLE, N.C. 27032
 (919) 801-8765 (F) (919) 801-8766 (C-887)
 veteranengineeringassociates.com

THE BERRYHILL GROUP, LLC
 TOP PAINTED TURF LANE
 610 HOMESTEAD ROAD
 AUS SUBDIVISION
 CANTON HILL, N.C. 27016

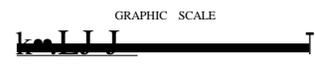
EXISTING CONDITIONS 2 OF 3
 610 HOMESTEAD ROAD
 AUS SUBDIVISION
 1"=40' OF CASTERNO



HOMESTEAD PARTNERS, LLC
 DB.5182 P.62
 PB.59 P.63
 PB.45 P.29
 DB.5182 P.76
 DB.3971 P.15
 DB.5182 P.68
 DB.5182 P.72

CURVE TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING1	DELTA ANGLE
C1	178.00'	23.30'	23.29'	S84.47'36\"/>	
C2	225.00'	189.72'	184.15'	S64.44'43\"/>	
C3	20.00'	27.19'	25.14'	S79°31'51\"/>	
C4	895.59'	159.02'	158.81'	S19°31'56\"/>	

l.e = TREE PROTECTION FENCE
 ON FENCE / —
 EXISTING BUI TO BE REMOVED
 EXISTING SCREEN TREE TO BE REMOVED



Jf. E.L. jf
 CONSTRUCTION

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VETERAN ENGINEERING ASSOCIATES, INC.
 100 PAINTER TURNPIKE LANE
 CHARPEL HILL, N.C. 27616
 (919) 281-8765 (F) (704) 281-1044 (C-887)
 veteranengr.com/veteranengr.com/officeinfo.htm

THE BERRYHILL GROUP, LLC
 610 HOMESTEAD ROAD
 AUS SUBDIVISION
 TOWN OF CHARLOTTE

EXISTING CONDITIONS 3 OF 3
 610 HOMESTEAD ROAD
 AUS SUBDIVISION
 TOWN OF CHARLOTTE

CONSTRUCTION SEQUENCE:

1. SUBMIT DOCUMENTATION REQUIRED UNDER THE SITE PERMITS STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY

(N0000000) TO STORMWATER INSPECTIONS THROUGHOUT THE PROJECT. INSTALL TREE PROTECTION FENCING.

2. SCHEDULE BANON.smt

3. USE EXISTING GRAVEL ACCESS DRIVEWAY (ACCESS FROM HOMESTEAD ROAD) AT SOUTHEAST CORNER OF THE HOMESTEAD

4. DEVELOPMENT COMPANY IN PROGRESS, TO ACCESS THE SITE IN ORDER TO CONSTRUCT THE SILT FENCE AND SILT PENS

5. DUBITS AND PROPOSED SHEDDING BASIN AND ITS ASSOCIATED APPURTENANCES. BEING IN LAIN AND ORU BIN OTHER ROADWAY RIGHT OF WAY. INSTALL TEMPORARY DIVERSIONS AND SILT FENCES AS

6. CLEAR AROUND THE PROPOSED STORMWATER BMP TO INSTALL THE SILT FENCE AND SILT FENCE OUTLETS. CLEAR AND GRUB THE AREA WHERE THE STORMWATER FACILITY WILL BE CONSTRUCTED AND CONSTRUCT THE STORMWATER BMP.

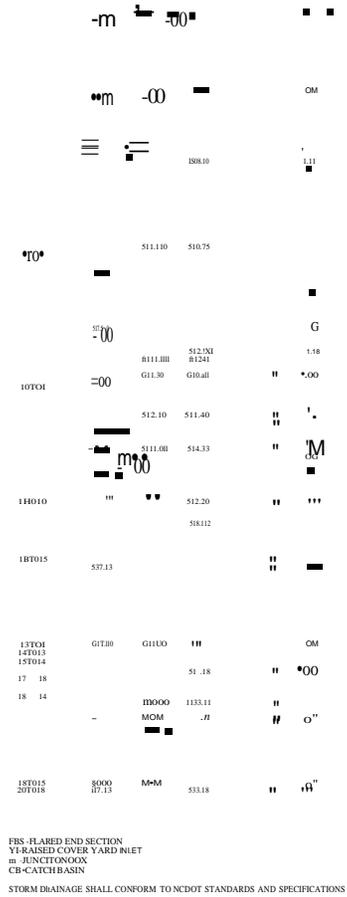
7. BEFORE CONSTRUCTION OF THE PROPOSED WATERLINE, SANITARY SEWER COLLECTORS AND THE STORM DRAINAGE PIPES, INSTALL ALL INLET PROTECTIONS AT THE STORM INLET AS PROPOSED.

8. ONCE THE UPSTREAM SITE HAS BEEN STABILIZED AND CONVERT THE SHEDDING BASIN TO THE PERMANENT SEDIMENTATION FACILITY AND STABILIZE THE DENUDE AREA IMMEDIATELY.

9. ALL EROSION CONTROL MEASURES SHALL BE INSPECTED AND MAINTAINED AS REQUIRED.

10. STABILIZATION IS REQUIRED WITHIN 14 CALENDAR DAYS OF COMPLETION OF ANY PHASE OF GRADING OR INACTIVITY ON THE SITE.

11. THE CONTRACTOR WILL MAINTAIN RECORDS REQUIRED BY PERMITS FOR ALL EROSION CONTROL DEVICES. THE CONTRACTOR WILL CHECK THESE DEVICES AFTER EVERY SIGNIFICANT RAINFALL EVENT (1" OR MORE OF RAINFALL). THE CONTRACTOR SHALL NOTIFY THE OWNER. THE CONTRACTOR WILL MAKE HIMSELF AWARE OF PERMITS REQUIREMENTS.



RIP RAP APRON DIMENSION DATA							
STRUCTURE NO.	D	Q	L A LENGTH	UPSTREAM WIDTH	DOWNSTREAM WIDTH	D ₅₀	D _{MAX}
FES#0	15	12	14'	3.8	18	12	18
FES#2	24	12.5	14'	5.0	18	12	18

1.5 X A

DEPTH

DONOT CONSTRUCT THE RIPRAP APRON AT FTS-2 UNTIL THE

UPSTREAM SITE IS STABILIZED AND CONVERSION FROM THE SEDIMENT BASIN TO THE PERMITS FACILITY IS COMPLETE.

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One well is to be used for irrigation
B.M.P. located in pine stand.

[Redacted]

[Redacted]

Bruce Smeltzer 11/18/15
(Chair) (Date)



TOWN OF CARRBORO PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

Thursday, January 7, 2016

PLANNING BOARD COMMENTS - CONCEPT PLAN FOR 610 HOMESTEAD ROAD (Tentatively called The Preserve at Lake Hogan Farms)

The Planning Board would like to see the applicant consider further the possibilities available in the lot and the options provided for an Architecturally Integrated Subdivision. In particular, the Concept Plan would be improved upon if:

- the subdivision were designed to relate to the surrounding residential areas not as a copy but as a complement. **noted**
- the plan were revised to include a variety of lot sizes and housing types. **noted**
- the plan were revised to include more lots, greater unit density, and at least one affordable unit. **noted**
- the plan went beyond the minimum requirements for pedestrian and bicycle connectivity not only within the development but to surrounding areas, including sidewalk along Lake Hogan Farms Road and Homestead Road. **noted**
- the plan looked forward to future road connectivity to surrounding areas. **noted**

Moved: Adamson

Seconded: Tiemann

Vote:

Ayes (8) Foushee, Adamson, Clinton, Haggerty, Hunt, Pendergrass, Tiemann, Whittemore

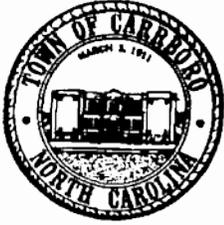
Noes: (0)

Absent/Excused: (2) Cohen, Poulton

Abstentions: (0)

Chair

1-14/16
Date



TOWN OF CARRBORO
Transportation Advisory Board

301 West Main Street, Carrboro, North Carolina 27510

THURSDAY, OCTOBER 1, 2015

**Transportation Advisory Board Recommendation re: Preserve at Lake Hogan
Farms Concept Plan**

The Transportation Advisory Board discussed the concept plan for the Preserve at Lake Hogan Farms subdivision. The TAB offers the following comments:

- 1) Please consider providing an easement or other accommodations on site for a future bike/ped path from the stub street, through the Litchfield property, connecting to Stratford Road. It is understood that the Litchfield property is not under your control, so this comment refers to the parts of your property that a path would pass through. **noted**
- 2) Consider constructing a 12'-15' wide multi-use path along the property frontage on Homestead Road, beginning at the end of the sidewalk at the corner of Homestead and Lake Hogan Farm Rd. The approximate length of this path would be .1 miles. **noted**
- 3) Please plan to accommodate on-street parking when designing the lots and driveway locations. **noted**
- 4) Consider narrowing the width of the street to reduce speeding in the neighborhood.
town requires 27' b/b in 50' r/w for sub-collector

For Linda Haac

Transportation Advisory Board Chair

10/8/15

Date

VETERAN ENGINEERING ASSOCIATES, INC.

Civil Engineering Services

Post Office Box 1625 Durham, North Carolina 27702

919-201-2175 (phone) email: tom@veteranengineeringassociates.com

610 Homestead Road Transportation Impact Statement

1. The proposed residential development contemplates twelve new dwellings. The proposed roadway connects to existing Lake Hogan Farms Road approximately 380 [as measured from Centerline to Centerline] feet North of the intersection of Lake Hogan Farms Road and Homestead Road. According to 2015 ANNUAL AVERAGE DAILY TRAFFIC MAP generated by the TRAFFIC SURVEY GROUP it appears that Homestead Road has an average daily traffic count of approximately 5200 trips per day. Furthermore, according to the Town of Carrboro Transportation Planner the CTP contemplates a design capacity of 11,000 trips per day on Homestead Road thought to be reached in the year 2040.

As per Chuck Edwards, NCDOT the proposed site would generate approximately 12 peak hour trips and in accord with the Town of Carrboro TRIP GENERATION RATES table, the proposed site would generate approximately 120 trips per day.

As per the Town of Carrboro planning department, it appears that Lake Hogan Farms subdivision has approximately 452 residential lots and two points of ingress/egress at Lake Hogan/Homestead intersection and Hogan Hills/Old 86 [Hillsborough Road] intersection. If one divides the number of lots in half then that would generate approximately 226 peak hour trips at Lake Hogan Farms Road/Homestead Road intersection.

The increase of peak hour trips at the intersection of Lake Hogan Farms Road/Homestead Road is approximately 2.5-5.0% increase.

The proposal is in conformance with the Town of Carrboro's long range policies in terms of Connector Roads. According to said policies, The Town of Carrboro desires connector roadways [sub-collector] to be constructed connecting the intersection at Stratford Road/Homestead Road to Lake Hogan Farms Road. Furthermore, Lucas Lane is to be connected to said roadway

and the development proposes the construction of said connector road within the limits of the property. The future connection would provide for two additional points of connection to Homestead Road which will be a benefit to the residents of the Town of Carrboro.

2. In accord with the Town of Carrboro's Transportation planning, the proposed roadway is required to be a sub-collector road in a fifty-foot right of way. And said roadway will have sidewalk on each side of the road and the cross section is twenty-seven feet back to back [curb and gutter]. Examining average daily traffic it appears that Lake Hogan Farms receives approximately 2,260 ADT [10 x (452/2)]. The newly proposed twelve lot subdivision would provide approximately 120 ADT. That is an approximate increase of 5 percent. Sight triangle looking Southward towards Homestead Road at the intersection of Lake Hogan Farms Road and the New proposed roadway is proposed. The existing roadway configuration allows ample sight distance to the North. Additionally, a stop sign is proposed on the New proposed roadway at the intersection with Lake Hogan Farms Road. An analysis of accident data in the vicinity of Homestead Road and Lake Hogan Farms Road and a detailed conversation with the Carrboro Police Department about the available accident data reveals that only one accident occurred between automobiles over the last five years. That accident occurred in 2013. Given all the data presented herein, no additional safety measures appear to be warranted.

3. As per previous item, the proposed roadway contemplates five feet sidewalk both sides of the street to accommodate pedestrian use. The proposal also contemplates the construction of an all weather surface trail system that is connected to the sidewalk system and can accommodate bicycle uses extending towards the Eastern property line.

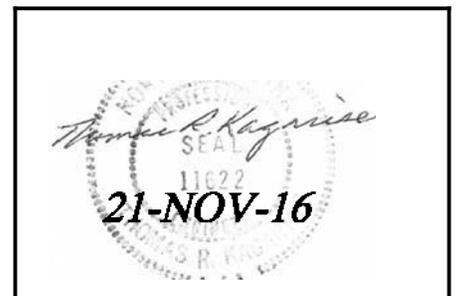
4. The Developer contacted the Chapel Hill transit system and found that they have no plans to extend bus service to this area.

Sincerely,

Veteran Engineering Associates, Inc. (C-3527)

by, Thomas Ray KAGABE, P.E. (011622)

Veteran Engineering Associates, nc.



Name

Address

POLO MUELLER

114 HOGAN WOODS CIR

Maura Blom

102 LAKE MANOR RD CA

Derek Sedum

113 Shadow Ridge Place

Bree Horant

604 Lake Hogan Lane CA

LUCIA SHWARTS

644 Lake Hogan Lane CA

Steve Shaw

131 Larkin Lane

Sharon Preece

137 S Fields Cir, CA

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From: [Tom Kagarise](#)
To: [Jeff Kleaveland](#)
Cc: ["Tom Kagarise"](#)
Subject: 610 Homestead Road
Date: Thursday, September 22, 2016 1:18:23 PM

On behalf of the developer, please find the following narrative response for removal of specimen trees.

Tree Removal Narrative/Justification:

In considering the design of a road system to serve this development, the alignment flexibility is limited due to several factors. The parcel shape is generally rectangular and is longer (east to west) than wide (north to south). With no ability to access the site from the north (developed lots) or south (NCDOT won't allow access from Homestead Rd), the only access point is from the west off Lake Hogan Farm Road. Due to the narrow width of the parcel, the access point off Lake Hogan Farm Road has been pushed as far away (north) from the intersection with Homestead Road as possible. This condition relates to public safety in terms of distance between intersections.

In order to satisfy the requirement for connectivity, the designed road system must extend west to east from the western access point off Lake Hogan Farm Road to the eastern border with Homescape Development Company and southern border with Homestead Partners. A west to east road system design allowing for houses on both sides of the road is further constrained by a 20' setback along the northern border and a 100' average setback from Homestead Road along the southern border. Given the fact that the parcel has trees with diameters of 12" or greater throughout the site, it is necessary to remove some of these trees when constructing a road

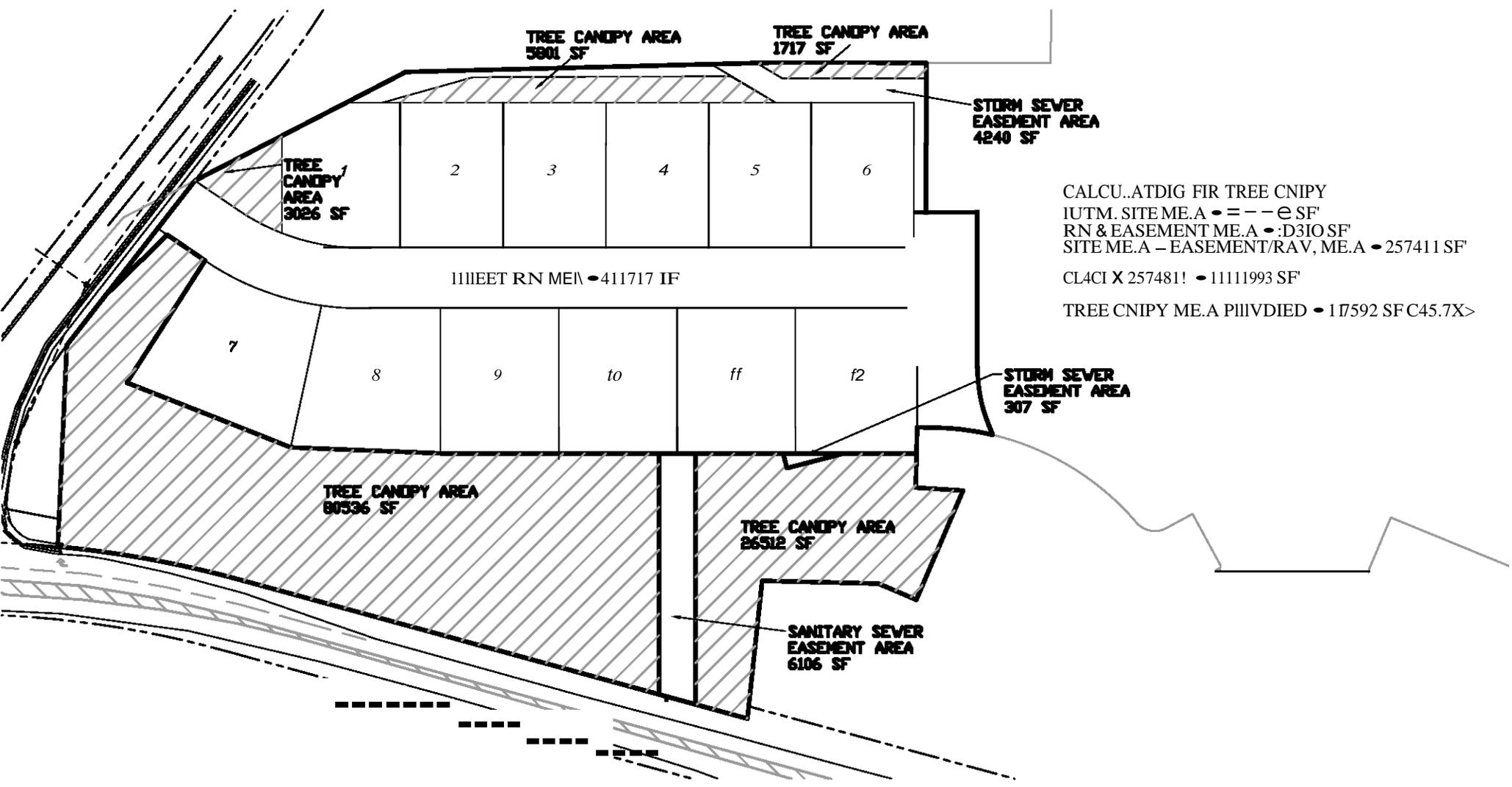
system for this project. Given the constraints detailed above, the ability to shift the road system north or south is very limited. With several specimen trees just outside of the roadway clearing limit, shifting the road system north or south would not result in the removal of fewer specimen trees and, in some cases, necessitate the removal of more specimen trees than currently proposed.

Sincerely,

Veteran Engineering Associates, Inc. (C-3527)

by, Thomas Ray KAGARISE, P.E. (011622)

Veteran Engineering Associates, Inc.
Post Office Box 1625
Durham, North Carolina 27702
919-201-2175 (phone)



TREE CANOPY AREA
5801 SF

TREE CANOPY AREA
1717 SF

TREE
CANOPY
AREA
3026 SF

STORM SEWER
EASEMENT AREA
4240 SF

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7

STORM SEWER
EASEMENT AREA
307 SF

8 9 10 11 12

TREE CANOPY AREA
80336 SF

TREE CANOPY AREA
26512 SF

SANITARY SEWER
EASEMENT AREA
6106 SF



Applicant responses to the applicable provisions/recommendations and goals of the

following planning documents (which can be found here: <http://www.ci.carrboro.nc.us/750/Planning-Library>)

- a. Connector Roads Policy
- b. Facilitated Small Area Plan for Carrboro's Northern Study Area
- c. Vision 2020

Connector Road Policy:

The proposed project complies completely with this policy as it contemplates future connectivity with Lake Hogan Farms and Stratford - which are respectively Connectors but are classified as Collectors according to the Town of Carrboro Transportation department. This proposal supports a construction and maintenance of a sound traffic plan for the Town.

Small Area Plan

The proposed project contemplates the goals of the small area plan to provide access to Homestead Road from Lake Hogan Farms. Said connection to Homestead Road shall be made in the future; however, this project contemplates this connection as approximately 100 feet of new roadway is proposed stubbing toward the South to be connected at the intersection of Homestead Road and Stratford Road.

The proposal contemplates sidewalks on both sides of the proposed roadway as well as a "nature walk/trail" from the proposed subdivision to the BMP. Said sidewalks run the full length of the

With regard to trend of the reduction of Federal moneys, the proposal adds tax base in support of maintenance and thus lessens the possibility of increased ad valorem tax. Also the projects provides for the adequate flow of bus, auto, bicycle, and pedestrian traffic in addition to the proposed nine hundred feet of unpaved nature trail.

The proposal contemplates contiguous wooded areas to remain undisturbed on the North and South sides of the site.

Vision 2020

The proposal provides for preservation of the natural environment - especially along the Homestead Road corridor as the proposal contemplates more than one-hundred feet of natural preserved open space in excess of the required buffer. Also, the proposal intends to maintain the character of the existing surrounding neighborhoods such as Lake Hogan Farms and Wexford.

Regarding pedestrian access, proposal contemplates the addition of sidewalks on both sides of the new public sub-collector.

From: [Jim Brandewie](#)
To: [Jeff Kleaveland](#)
Cc: [Thomas Kagarise](#); tom@veteranengineeringassociates.com
Subject: Homestead Road development
Date: Thursday, September 15, 2016 11:51:20 AM

Jeff,

The narrative below indicates how we plan to adhere to Carrboro's vernacular architectural standards. Will this suffice as an accompaniment to the housing style pictures submitted previously?

Thanks,
Jim

Homestead Road development: Architectural Narrative

The Architectural Guidelines for the Homestead Road development at Lake Hogan Farms have been established to assure that improvements are constructed in a manner that provides for harmony of external design with utmost respect for the natural features and topography of the land. The Homestead Road project will amalgamate the Vernacular Architectural Standards (VAS) which define Carrboro's unique sense of place and the existing architectural features predominant in Lake Hogan Farms to create a neighborhood of aesthetically pleasing homes and landscape.

Home facades will showcase front porches with a minimum depth of seven (7) feet with beautiful detailing including old style columns, wrought iron railings and hardscaping of brick and stone composition. Diversity in size and shapes of front porches or entryways will add character to each home.

Garages will be set behind the front façade of the home with every intention of any double garage to be turned away from the street in a side loading capacity. Garage roofs will offer similar roof pitches to the homes and any special detailing on the home will carry through to the garage design.

The main goal of the exterior design is to combine appropriate scaling of homes with the proper massing and textures. Exterior materials will include a mix of brick and stone as well as hardiplank siding and shakes. Special attention will be given to assure window sizes are properly proportioned and spaced. Simulated divided light grilles will enhance historical accuracy to the VAS. Details such as colonial styled moldings, wrought iron railings, moderate roof overhangs will be showcased throughout the streetscape.

From: [Jim Brandewie](#)
To: [Jeff Kleaveland](#)
Subject: Homestead Road project: representative house renderings (1 of 2)
Date: Thursday, September 15, 2016 1:36:31 PM

Jeff, representative house renderings for the Homestead Road project are shown below. Thanks, Jim



