



TOWN OF CARRBORO

PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

THURSDAY, MARCH 5, 2009

| MEMBERS | GUESTS | STAFF |
|----------------|------------------------|---------------|
| Matthew Barton | Lydia Lavelle | Trish McGuire |
| James Carnahan | Randee Haven O'Donnell | Marty Roupe |
| David Clinton | EAB | Randy Dodd |
| Sharon Cook | Dean Edwards | |
| Debra Fritz | Brandon Finch | |
| Susan Poulton | Megan Boyle | |
| Damon Seils | Casey Wineberger | |

Absent/Excused: Rich Bell, Heidi Paulsen, Rose Warner

- I. JOINT REVIEW ITEMS** Joint Review - Arbors at Winmore Conditional Use Permit (PB, EAB) Marty Roupe handed out an email from a Lake Hogan Farms resident and a list of staff-recommended conditions and provided a report on the application for a conditional use permit for this tax-credit financed, multi-family housing component of the Winmore VMU. Roupe noted that the Winmore conditional use permit required a separate permit for this use as the details of the site plan were not known. Roupe also noted that this project is scheduled for public hearing on March 24th and that the deadline for issuance of the tax credits is approaching so the timeline for approval is a tight one. Though several outstanding issues were noted in the staff report distributed last week, all of those issues have been resolved. The project requires a separate permit, but most elements of a development project were included in the larger project so are not a part of this application (e.g. open space, recreational facilities, and utilities). The plan for providing affordable housing at Winmore has changed somewhat since the original conditional use permit was issued. Originally, 48 units were to be provided in three areas: 24 co-op units (on the Arbors lot), 24 apartments on a lot in the southwest corner of the project, and 10 townhomes dispersed among market-rate units in the development. The revised plan, if approved as part of this application and a later application for the southwest corner lot, will result in 58 affordable units in two areas: one 12-unit apartment building and 10 townhouses, all rentals, on the Arbors lot and three, 12-unit apartment buildings, all rental, in the southwest corner of the project. As required by the NC tax credit program, a clubhouse will be provided in the apartment building at the Arbors site improvements out of the buffer. Light fixtures will match the rest of those on site, as provided by Duke Energy. The tax credit program requires maintenance of affordability for 30 years. It is expected that the units will be transferred to the Orange Community Housing and Land Trust for maintenance of affordability for the ensuing 70 years (the term required by the LUO).

Questions/responses were as follows: Where is the power line? (Between the townhomes and the apartment building); Will there be a railing on the top of the retaining wall in the back? (Yes); are sprinkler systems required? (Yes); how many bedrooms in the units? (All 2-bedroom units); Landscape buffer along Homestead Road (leftover text from earlier staff report – not related to this item); Is 28 parking spaces enough for 22 units? (LUO has presumptive standard for this type of unit of one space per unit).

Dean Edwards, Vice President for Affordable Housing for Crosland Homes described the company and its work on affordable housing, noting that the company's founder, Bob Crosland, had created NC Housing Finance Agency and affordable housing tax credit program. Edwards mentioned that the name, Arbors at Winmore, was being changed to Griffith's Landing and that the Bank of America would be picking up the tax credits for this project. Project is very desirable and will meet a great need in this area, providing units at prices from \$375 to \$850 a month. Edwards introduced Brandon Finch, engineer for the project.

Additional questions and responses were as follows: How will the storm water facilities be maintained? (Crosland will contract with a maintenance company for this work. An annual compliance statement will be prepared as part of the contract.); Are the units to be rented? (Yes, all of them); Is 28 parking spaces enough? (They fit as many spaces as they could. Reduced the number of units to increase ratio, but space was limited on the lot.); Will there be transit service? (Winmore is designed to accommodate transit and includes two future bus stops, but no service is currently planned); describe the recreational facilities? (Apartment building will have mailbox areas, computer lab, and community meeting room. Winmore provides a lot of other amenities and outdoor spaces.); Can you confirm that Arbors/Griffith's Landing residents would have the same access to all Winmore recreational amenities as other residents of Winmore? (Yes.) Do they need to allow all Winmore residents to use meeting room? (Required to make the spaces open to public, just need to make a reservation.); What is in the computer lab? (High-speed, internet access and computer stations).

Is this project increasing impervious surface for Winmore? (Yes and no – there was none shown in this area on original application as the details of the 24-unit co-op development were not worked out. For that reason, development of this lot was to come back as a separate conditional use permit, rather than a modification. All storm water from the proposed development is being managed under the Town's 2007 storm water standards); what is a level spreader? (Takes water from a pipe/concentrated, into a small ditch that lies against a level, 10-foot long concrete wall. Water collects in the ditch and then disperses uniformly over the wall and into surrounding vegetated area); who was invited to the neighborhood meeting? (All property owners/residents within 1,000 feet); Provide more information about the mulch trail? (A mulch trail is in place, the plan calls for some of the trail to be asphalt, due to the topography, then, it will tie in to the rest of the subdivision). What will be the view from townhomes across to single-family homes (Will be looking at garages); Why the grading; it seems steep (the end units of the townhomes are handicapped accessible, the retaining wall is included because of the grading.); Will bike racks be provided? (Usually provide a rack in front of the office and at the buildings, usually two per building.) Usually under cover? (Usually, but not shown on plan currently. Possibly at apartment building, not at townhomes.); Where is waste disposal? (Next to power easement); what is the breakdown of units by number of bedrooms? (All are 2-bedroom units); Size of lots for single-family homes just north of the Arbors? (Approximately 4-5,000 square feet); is there Type A screening on the single-family side of alley? (No); No real screening for folks from affordable

townhomes to single family garages? (That is correct); is there any way to get some screening on north side of alley? (Area consists of either alley r/w or individual lots. Probably not; there is only space for shrubs if anything. Fire access issue may also preclude any landscaping); Are there any homes on these lots? (Yes, on two or three lots); what is on the south side of townhomes? (Sloping grade (crawl spaces below); townhomes will have decks overlooking green space and stream buffer). The Joint Review session concluded.

II. INTRODUCTIONS AND ADJUSTMENTS TO THE AGENDA. James Carnahan reported that David Shoup had been appointed to the vacant seat on the Planning Board by the Board of Aldermen on March 3rd. Matthew Barton announced combined public hearing for Smith Level Road transportation improvements will be held on March 9th at Carrboro Elementary. Barton will be away on March 19th.

III. APPROVAL OF MINUTES

A) February 19, 2009 – Clinton moved for approval, with one edit, seconded by Seils.

Ayes (7): Barton, Carnahan, Clinton, Cook, Fritz, Poulton, and Seils.

IV. OLD BUSINESS

A) Homestead Road Task Force Proposal - Cook distributed a revised draft recommendation and noted that, due to the work of the Rogers Road Small Area Plan Task Force, she recommended limiting scope to Homestead Road. Cook reported that she had observed two accidents on Homestead in the past week. Questions/responses: Should sense of urgency related to commercial development be included? () What is the status of NSAPIRC follow-up? (Board prioritized recommendations and directed staff on follow-up. Evaluation of infrastructure improvements is necessary for considering changes to development in NSA. Report is pending; not yet scheduled) When will NSAPIRC have public review? (Will depend on Board of Aldermen's review of information and decision for next steps); Will that be a work session? (Probably). There are essentially four-lanes at Claremont now, though part is striped off; a leftover or was it by design? (Claremont was required to install a turn lane).

Motion was made by Cook and seconded by Barton that the Planning Board submits the following recommendation to the Board of Aldermen:

Homestead Road is the main arterial road across northern Carrboro, which stretches from Old 86 in the Carrboro jurisdiction to Martin Luther King, Jr. Blvd. within the Chapel Hill town limits. In order to stop piecemeal and uncoordinated development of this critical transportation corridor, which crosses three local government jurisdictions, we ask that the town of Carrboro take the lead in the creation of a "Homestead Road Task Force," using the model for the Smith Level Road Task Force.

The task force will include active participation by representatives from the Town of Carrboro, the Town of Chapel Hill, Orange County, the Chapel Hill-Carrboro City Schools, and the North Carolina Department of Transportation. The mission of the task force will be to create and present within one year a 20-year plan for the development of the Homestead Road corridor with respect to pedestrian, bicycle, transit, and vehicular movement not only along the corridor, but also safe and convenient movement that crosses the corridor. The task force will include citizen representatives from each of the local government jurisdictions, along with necessary staff and elected representatives. The task force will use findings from the NSAPIRC work to determine the best options for the transportation corridor.

Questions/responses: How important is this in light of other topics that the Planning Board has promoted, e.g. sustainability resolution, and other items that are listed on the bottom of the Planning Board agenda? (Does seem to be a sustainability issue as it relates to kids being able to walk to school, not needing to be driven to schools or across Homestead Road to visit with friends); Does the TIP project include sidewalks? (Yes, and as projects are approved along Homestead Road, they are being asked to (and most are building) sidewalks, and greenways, and dedicating additional right-of-way to result in 100-ft width); Claremont can't be forced to build sidewalks all the way to High School Road? (That is correct). Can the Planning Board ask the Board of Aldermen to work on sidewalks from Bolin Creek to High School Road? (See recommendation below); isn't crossing Homestead Road safety/crossing in the hands of NCDOT? (NCDOT has expressed willingness to work with the town on identifying and implementing safe crossing for pedestrians). How is 100-foot r/w divvied up? (This is the width that is expected to accommodate improvements the town is seeking, based on various designs that have been considered. Projects are asked to dedicate additional r/w to this dimension. Camden developer did not choose to make a dedication).

VOTE: Ayes: (1) Cook; Noes: (6) Barton, Carnahan, Clinton, Fritz, Poulton, and Seils.

Barton moved and Clinton seconded that based upon the considerable amount of development that has occurred along Homestead Road in the past several years, the Planning Board requests that the Board of Aldermen provide funding for design and construction to provide sidewalk access from the west side of Bolin Creek to High School Road and safe crossings of Homestead Road.

VOTE: Ayes (7): Barton, Carnahan, Clinton, Cook, Fritz, Poulton, and Seils.

V. OTHER BUSINESS.

A) Review of Testimony and BOA 2/24/09 Public Hearing. Barton thanked Carnahan, Seils, and Cook for attending and speaking, and noted that he had presented the PB recommendations. Large audience. Many neighbors had spoken against vehicle access from Claremont to Wexford. Speakers for Colleton Crossing did not get a chance to speak as the Board of Aldermen considered second private drive access to the property.

B) Arbors at Winmore. Seils moved and Carnahan seconded that the Planning Board recommends that the Board of Aldermen approve the conditional use permit for the project subject to the following:

- 1) That bike racks be provided, including some covered;
- 2) That safety railings be included along the top of the retaining wall; and
- 3) All recommended staff conditions.

VOTE: Ayes (7): Barton, Carnahan, Clinton, Cook, Fritz, Poulton, and Seils

VI. ADJOURNMENT. Seils moved and Carnahan seconded that the meeting be adjourned at 21:10 EST. The motion was unanimously approved