



TOWN OF CARRBORO

PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

THURSDAY, JANUARY 15, 2009

MEMBERS		GUESTS	STAFF
Matthew Barton	Susan Poulton	Michael Krasnov	Patricia McGuire
Rich Bell	Damon Seils	Alena Callimanis	Thelma Paylor
James Carnahan	Rose Warner	Phil Post	
David Clinton	Debra Fritz	Lydia Lavelle	
Sharon Cook	Heidi Paulsen		

I. INTRODUCTIONS AND ADJUSTMENTS TO THE AGENDA

II. APPROVAL OF MINUTES

A) December 4, 2008 – moved by Barton and seconded by Poulton pending correction on page 2: 8 percent vs. 80 percent.

AYES: (8) Barton, Bell, Carnahan, Clinton, Fritz, Paulsen, Poulton and Warner; NOES: (0); Abstentions (2): Seils (absent) and Cook (unready); Absent/Excused (0).

B) December 18, 2008 – Approval delayed pending inclusion of additional comments from Cook re: Colleton Crossing.

III. OTHER BUSINESS

A) **Recommendation Claremont IV and V AIS Conditional Use Permit Application** Michael Krasnov, owner of property at 124 Colfax Drive, next to the southern boundary of the Claremont project, described a sketch of an alternative design relocating the southern townhomes, recounted conversations with Omar Zinn in which an offer to install a vegetated buffer and a fence, and commended Zinn for this proposal. Krasnov stated that he could live with a fence and appreciated the offer, noted that, from an aesthetic viewpoint, he'd prefer to look at single family homes and yards, but that his primary concern is the proximity of the driveway to his lot and the negative impacts of noise and headlights on his home. Phil Post, engineer, stated that the driveway was 26 feet from the property line, that existing vegetation would be maintained, and that additional screening could be provided. Post showed slides of plantings provided in the Larkspur development to screen the street from the adjoining railroad tracks. A general discussion followed with questions about screening (Staff correction: Type 'C' screening is required between single- and two-family residences and multi-family townhomes. This requirement is currently met on the site plan; additional screening may be provided), street classification, traffic, and travel patterns, separation requirements for the driveway and streets, decision to place townhomes at southern end near Wexford single-family homes. Alena Callimanis described the ESC discussion noting concern about lack of commercial/retail development. Callimanis expressed personal opposition to the trail under Homestead Bridge and concern about the amount of new traffic on Homestead Road, and pedestrian safety. Questions and responses are summarized as follows. Will there be a buffer behind diagonal parking behind townhomes? (Parking is cut into the hillside about six feet, so cars will not be visible from the lots to the west. Existing vegetation will also remain at the property line, as well as some additional landscaping.) Is there anything in LUO that requires/describe need for buffering or gradual transition of one development to another? Can a driveway for many townhomes come within 25 feet of an existing single-family lot? (LUO contains screening requirements between different uses. Multi-family and

single-family not considered different for purposes of screening, so no screening is required. Staff correction: Type 'C' screen is required between single-family or two-family homes and multi-family townhomes. The existing vegetation on south and west sides has been determined to meet the Type 'C' screening requirements. Additional vegetation may be included, if desired.). How is driveway in compliance with street separation requirements? (The new and existing streets are subcollectors.) Is this a vehicle connection to Wexford? Will it go through? (This is a street connection and we do expect vehicles from Wexford to use this street). How will people travel south? (Some will travel south via Wyndham, others via Stratford. Those travelling to central Carrboro will likely choose to use Calvander and Old NC 86 as it takes less time. Those who live in nearby neighborhood (e.g. off Pathway Drive) may choose to travel through) Is there a traffic calming plan for this area? (If folks perceive a problem, a traffic calming request can be initiated and evaluated). Has the Town done this? (This process is available to residents throughout town based on the perception of problems with traffic). Is there a traffic analysis of impacts on Homestead and Colfax? (Per day, 56 new trips on Colfax have been estimated. 600 new trips on Homestead have been estimated.) Does the applicant have a reaction to Dr. Krasnov's drawing? (Planting of an evergreen screen and/or a fence will provide buffering.) Why are single family uses not shown at the south end of the project, near Wexford? (Multi-family townhomes have been proposed in this location all along and have been extensively detailed. End units, near Wexford, are large, substantial, and attractive units and this was done to provide a good transition and a pleasant entry point.) What is distance from driveway (Approximately 100 feet to intersection of easternmost street, 150 feet to intersection with Colfax).

The Planning Board formulated its recommendations:

Seils moved and Bell seconded that the Planning Board recommends to the Board of Aldermen 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.

AYES: (10) Barton, Bell, Carnahan, Clinton, Cook, Fritz, Paulsen, Poulton, Seils and Warner; NOES: (0); Abstentions (0); Absent/Excused (0).

Barton moved and Cook seconded that the Planning Board recommends to the Board of Aldermen that there should be a safe pedestrian crossing across Homestead Road provided at Claremont Drive.

AYES (8): Barton, Bell, Carnahan, Cook, Fritz, Paulsen, Seils and Warner; NOES (2): Clinton and Poulton; Abstentions (0); Absent/Excused (0).

Clinton and Poulton opposed because it is the most dangerous place to cross that road regardless of what you do, which is right in the curve.

Cook moved the Planning Board recommends a traffic study be done to include the surrounding adjacent neighborhoods and address the potential negative traffic impacts on Colfax and Tramore and that traffic calming measures be installed as needed. Motion failed for lack of a second.

Barton moved and Seils seconded that the Planning Board supports the staff recommendations.

AYES: (9) Barton, Bell, Carnahan, Clinton, Fritz, Paulsen, Poulton, Seils and Warner; NOES: (1) Cook); Abstentions (0); Absent/Excused (0).

Cook explained her negative vote, stating that the recommendations were incomplete.

Cook moved and Bell seconded that the developer provide pathway and funds to get to the edge of their property to allow for bicycle and pedestrian bridge across Bolin Creek. (Staff correction: property on the east side of Bolin Creek near

Claremont property is owned by the state of North Carolina, not UNC.). After some discussion, the motion was revised to state:

Cook moved and Bell seconded that the Planning Board 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.

AYES: (10) Barton, Bell, Carnahan, Clinton, Cook, Fritz, Paulsen, Poulton, Seils and Warner; NOES: (0); Abstentions (0); Absent/Excused (0).

Cook moved and Carnahan seconded that the developer provide funds for sheltered, lighted bus stops on both sides of Homestead Road (e.g. at Phases 4 and 5).

AYES: (2) Carnahan and Cook; NOES: (8); Barton, Bell, Clinton, Fritz, Paulsen, Poulton, Seils and Warner; Abstentions (0); Absent/Excused (0).

Bell moved and Paulsen seconded that the Board of Aldermen request 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.

AYES: (10) Barton, Bell, Carnahan, Clinton, Cook, Fritz, Paulsen, Poulton, Seils and Warner; NOES: (0); Abstentions (0); Absent/Excused (0).

Cook moved and Carnahan seconded that, in addition to the playfield, a high-quality children's playground with play equipment be included in Phase 4 or 5 of the subdivision.

AYES: (10) Barton, Bell, Carnahan, Clinton, Cook, Fritz, Paulsen, Poulton, Seils and Warner; NOES: (0); Abstentions (0); Absent/Excused (0).

Seils moved and Barton seconded that the Planning Board supports the project subject to all the recommendations and conditions noted.

AYES: (10) Barton, Bell, Carnahan, Clinton, Cook, Fritz, Paulsen, Poulton, Seils and Warner; NOES: (0); Abstentions (0); Absent/Excused (0).

B) Comments on Veridia Concept Plan – Carnahan asked if anyone had any specific comments to make to the developer. Members expressed some concern about loss of affordable housing in conversion of the mobile homes to \$289,000 homes. Others noted that in comparison to housing prices, the new homes would be affordable to many and was therefore desirable. The possibility of reordering town transportation priorities to speed up the TIP improvements on Old Fayetteville Road was also suggested, as was the possibility of requiring the developer to install a sidewalk to McDougale School. Others disagreed since the developer is proposing many enhancements (e.g. photo voltaics, storm water cisterns) which are adding to the costs of the project. However, the concern about a lack of sidewalk in this location and the potential for school children to walk to and from school for many years, or to be driven instead just a few hundred yards, was noted.

Paulsen moved and Bell seconded that the Planning Board finds the Veridia development is well thought out and has a number of amenities that we like to encourage in Carrboro. We support such development and encourage the developer to provide a sidewalk from the development to McDougle or obtain a pedestrian easement through the adjacent neighborhood to provide access to the school.

AYES: (10) Barton, Bell, Carnahan, Clinton, Cook, Fritz, Paulsen, Poulton, Seils and Warner; NOES: (0); Abstentions (0); Absent/Excused (0).

C) Completion of Recommendation – LUO Text Amendment related to service of advisory board chairs. McGuire noted that the December 18, 2008 recommendation on this amendment did not include the “Associated Findings.” Therefore:

By a unanimous show of hands, the Planning Board membership also indicated that no members have any financial interests that would pose a conflict of interest to the adoption of this amendment.

Furthermore, the Planning Board of the Town of Carrboro finds that the land use regulations and procedures should be consistent with Vision 2020 Policy 1.45.

Motion in support of this finding was made by Clinton and seconded by Poulton.

VOTE: AYES (10) Matthew Barton, Rich Bell, James Carnahan, David Clinton, Sharon Cook, Debra Fritz, Heidi Paulsen, Susan Poulton, Damon Seils, and Rose Warner; ABSENT/EXCUSED: (0); NOES: (0); ABSTENTIONS: (0).

IV. **ADJOURNMENT** – next meeting will be February 5, 2009. Clinton moved for adjournment and unanimously approved at 10:00 pm.