



TOWN OF CARRBORO

PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

THURSDAY, FEBRUARY 5, 2009

MEMBERS		GUESTS	STAFF
Matthew Barton	Lydia Lavelle	TAB	Trish McGuire
Rich Bell	Kathryn McPherson,	EAB	Thelma Paylor
James Carnahan	Dan Coleman	Jim Rabinowitz	Adena Messinger
David Clinton	Matt Collins, Civil Eng	ESC	Randy Dodd
Sharon Cook	James Scargill w/school	AC	
Debra Fritz	Randee Haven-O'Donnell	Russ Weiner	
Heidi Paulsen	Ellie Kinnard	Mike Fenton	
Susan Poulton	Tony Tate Landscape, Architecture	Jeff Maddry	
Damon Seils	Geoff Gisler	Alena Callimanis	
Rose Warner	Michael Krasnov		

I. JOINT REVIEW ITEMS

A) Courtesy Review of Goddard School at Winmore for Early Childhood Development (AC, PB, TAB, EAB, ESC) McGuire introduced the item, noting that approval will involve modification to the conditional use permit for Winmore. Kathryn McPherson, representing the applicants as engineer from Tony Tate and Associates, noted that the proposed site plan incorporated the six performance measures spelled out in the text amendment adopted in 2007 regarding impervious surface and daycare uses in village mixed use developments. McPherson described the site conditions and location along Winmore Avenue and adjacent to Bolin Creek, proposed building size (10,000 square feet), parking area (40 spaces), and expected occupancy (156 children and 22 staff). Separate fenced play areas are required for toddlers and pre-schoolers. A privacy fence, with landscape plantings, is proposed to shield residential properties to the north, as well as a retaining wall on the east. A brick enclosure and landscaping will screen the dumpster. The site plan includes a continuous sidewalk around the building to provide ingress/egress from each classroom. A five-bike, bike rack is proposed. Site planners used field-verified topo to locate the stream buffer; have worked hard to keep site improvements out of the buffer. Light fixtures will match rest of those on site, as provided by Duke Energy.

Matt Collins reported on the environmental impact assessment that has been prepared for the project. The biggest challenge was meeting the required nitrogen loading rate, followed by trying to avoid impacts into the buffer and not creating erosive flows with stormwater runoff; and controlling peak flow. A bio-retention pond which will remove 85 percent of total suspended solids and about 35% nitrogen reduction has been proposed. The pond will discharge into a 150 ft.-long, vegetative, grass swale. Overall design needs and site constraints made it very difficult to use low impact design techniques, resulting in the use of one larger bio-retention pond and associated discharge BMPs to achieve the required nutrient reductions. Questions from advisory board members follow:

Is there covered space for bike rack? (no); Is widow's walk-like feature on top screening air conditioning equipment and utilities? (yes); What type of lighting will be used on the back of the building? (some type

of wall pack fixture); Is the building design standard or custom? (standard); Has anybody considered the building's orientation in relation to daylighting? (The current orientation was selected to provide needed play areas, per NC 5-star rating and national accreditation; other green building features, towards LEED certification, are being reviewed); Is there a second floor of offices (No); Any chance of putting in sky lights? (Not something they have looked at.) Is there a place where the public can continue to walk along the east side of Bolin Creek? (The creek is actually not on this property. Winmore has installed a mulched trail on this side of the creek and public access will continue). Is there a shower and changing room in building for bike riders? (No); What is the largest number of children that will be picked up at one time? (The majority of parents drop their children off between 7-8:30 AM and the one-half hour between 8-8:30 AM is peak time. Most of the remaining students arrive by 9:30 AM. They have a one-half day program so at Noon, it is full capacity 156 students - 9:30 AM-Noon. Thirty percent of students (roughly 47 students) are part-time and are picked up between 12-1:00 PM; and the remaining 109 students are picked up between 3:00-6:00 PM.); There was also questions from the audience: Is the school expected to serve residents from Winmore or the surrounding community? (surrounding community); What kind of traffic study has been done? (A study has not yet been done); Are there any scholarships available for any number of students or any kind of a way that some children can attend the school? (No; not something the franchise does; but if it is something the franchisees decide to do on an individual school basis, that would be fine); Could the franchisees, Chris and Wendy Mattuchi, speak to this point? (Franchise/design staff will check with franchisees); How many of these schools do the Mattuchis already own? (None); Do they plan on living in town? (Yes).

Guest comments included that another Goddard school had been asked about scholarships; they offer only one because they have a much higher teacher student ratio and they cannot afford to, and that neighbors would like to be informed of the project as it proceeds.

B) Comprehensive Bicycle Master Plan (PB, TAB, EAB, ESC) –Adena Messinger, Transportation Planner, presented the final draft of the plan, describing the project background, timeline, process, and plan components. Messinger referenced the Executive Summary, which had been provided to all advisory board members, and the full plan which was provided as an electronic file. The Board of Aldermen will hold a public hearing on the plan in March. The Greenways Commission includes a representative from UNC and they are supportive of these efforts. Advisory board member questions were as follows: What has been the role of NCDOT so far and what is anticipated in the future? (NCDOT provided funding for plan, through bicycle and pedestrian division. Staff of bike/ped division have served on the steering committee and came to most of the meetings, primarily as an observer to make sure proper process was followed. Town staff has met with NCDOT highway division staff to receive feedback on some of the plan recommendations. If adopted, the plan recommendations will be considered as the Town works through the transportation improvement program process. The existing and ongoing coordination on Homestead Road and Eubanks Road in prioritization process was noted); What are the plans along Bolin Creek in relation to Claremont? (Two greenway projects are just getting underway, one in Bolin Creek and one in the Morgan Creek corridor, so details of the trail locations in the vicinity of Claremont are not known at present. Instead, staff has asked the applicant to provide a payment in lieu of building any facilities; once the decisions are made regarding the alignment of the trail, the Town would have some funds to work with); What is the plan for Smith Level Road? (The TIP project design calls for Bike lanes to be installed from Rock Haven north to the bridge at NC 54; wide shoulders are proposed south of Rock Haven Road and the Town will work with NCDOT on this); What time frame are you hoping for on these? (Plan does not include a time frame because many are DOT roads and the installation of improvements is dependent upon the availability of funding). In light of all the projects along Homestead, has lowering the speed limit been considered? (NCDOT permission is required; in discussions of this topic for other roads, artificially lowering the speed limit can become an enforcement

problem; the town will ask them to take a look, understanding that NCDOT has rules about such changes); What is a sharrow? (It is a chevron with a biker in the middle and it is used to denote where the cyclist should be riding in a lane with vehicles, but still have enough room to ride; currently being tested on MLK BLVD in Chapel Hill). Bell expressed appreciation for those who worked on the plan. Charlie Hileman summarized that the plan is essentially a blueprint to look to so when opportunities and plans come forward, Carrboro will have something to look at; hopefully it is the work that needs to be done to put things forward for the future. Randee Haven O'Donnell requested that staff look at the installation of a sharrow on Greensboro St. and Estes Drive.

II. INTRODUCTIONS AND ADJUSTMENTS TO THE AGENDA

III. APPROVAL OF MINUTES

- A) December 18, 2008 – Cook provided a written statement of comments made regarding LUO provisions and noted other edits. Cook moved for approval with changes mentioned and inclusion of her written statement, seconded by Seils. Ayes: Barton, Bell, Carnahan, Cook, Fritz, Paulsen, Poulton, Seils, Warner; Abstention: Clinton.
- B) January 15, 2008 – A motion to approve was made by Seils and seconded by Paulsen. Unanimously approved.

IV. OTHER BUSINESS

A) Proposal from Sharon Cook regarding Bike/Ped connectivity and Homestead Road Task Force – Per a request this week from Carnahan, McGuire sent the link to most recent amendment to Connector Roads policy, inclusion of the Brewer Lane Connector in 2005, as the agenda item provided background information on connectivity. McGuire reviewed the agenda abstract and chronology for the PB.

Michael Krasnov, resident of Wexford, offered comments on the connector roads policy and LUO provisions. Krasnov stated his objections to connecting the Claremont subdivision to Colfax Drive. Alena Callimanis also offered comments on the policy, presented photos of the connection at Autumn Drive, and referenced an email from a resident of Stratford Drive regarding traffic he had observed from his front porch. Russ Weiner spoke on the biking plan. He hopes there will be bus service in some point in our future on Homestead and he supports the previous speaker. Mike Fenton, who lives on Colfax Drive, noted that he sits on boards like this in Raleigh and appreciates the Planning Board's work, and asked that as the environment, public safety, and all of these things are weighed, that public safety be weighted more heavily.

Seils moved and Clinton seconded that the PB make the following recommendation to the Board of Aldermen regarding Claremont Phases IV and V: in accordance with the Land Use Ordinance, the Connector Roads Policy, and Carrboro Vision 2020, the Planning Board supports the connection of the proposed "Street A" to Colfax Drive; as shown on the site plan; the installation of stop signs at the intersection of "Street A" and Colfax Drive; and the installation of an appropriate number of traffic calming features on Colfax Drive and "Street A."

Carnahan noted his support for the motion. It is true and regrettable that we are not going to see the kind of grid that we saw in cities; going to approximate a grid by doing this or not going to approximate it by not doing it.

VOTE: Ayes (7) Barton, Bell, Carnahan, Clinton, Paulsen, Poulton, Seils; NOES (2) Cook and Warner; Abstentions (1) Fritz; Absent/Excused (0).

Cook moved that the planning board vote on sending a recommendation to the Board of Aldermen to revise the Carrboro Land Use Ordinance in the following ways: 1) the town's neighborhood connectivity policy should focus on and emphasize pedestrian and bicycle connectivity of neighborhoods, requiring non-vehicular connections and stubouts by new developments to existing and future neighborhoods; and 2) the town's neighborhood connectivity policy should require that before any road from a new development connects to an existing road (whether or not it is a town road) that existing roads receiving increased traffic as a result of such connection be physically upgraded to proper connector road standards (as defined by the LUO), the cost of such upgrading to be paid for by the developer.

There was no second for the motion.

- B) Proposed revisions to Sustainability Resolution – will not discuss this evening per James email earlier today – BALD agenda on March 17, 2009 if we want to make any more changes (next time).
- C) Discussion to schedule presentation from George Overholt to encourage development of sustainable neighborhoods. To be rescheduled for next meeting, if possible.
- D) Election of Planning Board officers – 10:02 PM – chair to be the default person when the Planning Board wants someone at the BALD meeting to represent their comments. Carnahan suggested that people think about that when they nominate someone. Alderman Lavelle noted the thoughts on being a chair were correct.

Clinton nominated Rich Bell, (Declined, not in position to accept).

Barton nominated himself – (By acclamation unanimously approved).

Poulton nominated Heidi Paulsen (Declined).

Carnahan said he was going to nominate Damon Seils (Declined)

Barton proposed a motion giving thanks to Carnahan for doing a superb job for several years. Bell seconded and the motion was unanimously approved.

Poulton nominated Paulsen to become 1st Vice Chair (Unanimously approved).

Paulsen nominated Seils to become 2nd Vice Chair (Unanimously approved).

- E) Carnahan noted that a new applicant for the Planning Board was in attendance - Geoff Gisler.

V. ADJOURNMENT. Clinton moved to adjourn and Poulton seconded at 22:09 EST. Motion was unanimously approved.