

TOWN OF CARRBORO

Planning Board

301 West Main Street, Carrboro, North Carolina 27510

THURSDAY, APRIL 4, 2019

Comments regarding the Preliminary Draft Ordinance and Draft Master Plan for the FLX District at Old NC 86 and Eubanks Road

The intent of FLEX was to create a unified design concept that integrated different uses. All of the schemes that were developed during the charrette incorporated this concept of integrated uses. The developer submitted a concept which he, no doubt believes, met the intent of the process, but had one design aspect that prevented the integration of the different uses. This aspect was the extension of the single family residential area down to Eubanks Road such that it separated the multi-family from the residentially scaled retail/office area, psychologically if not physically preventing the appropriate integration of the multi-family with the retail/office area. We would strongly urge a revision of his concept to remove this extension of the single family residential area. We have included rough sketches showing multi-family in red, residentially scaled retail/office in black, and single-family in brown, and purple representing public open space. Gray represents roads and parking areas, while the orange line represents a pedestrian connection. Blue are possible sites for stormwater BMPs. We also urge the developer to consider the arrangement and scale of uses in Franklin Square, located in Chapel Hill at the east end of Franklin Street. Clustering the retail/office uses would allow for more open space.

We also urge the alderman to consider strengthening the language regarding affordable housing as provided for in Sec. 15-350-D. We would like to see affordable units scattered throughout the development and for these to include both multi-family and single-family options, for renters and for homebuyers.

We also have concern about the ability of roads in the area to handle the traffic generated by the development of the site, but we also recognize that this area will densify in the future and we recommend phasing this development with improvements to road and other infrastructure.

We also are concerned about potential blasting on the site and recommend looking into raising the site to prevent the need for extensive blasting.

We believe the optimal access for this property would be off of Eubanks across from Dromoland, and a second point of access off of Eubanks at the roundabout. The single family road should extend the full length of the northern end of the parcel to allow for future connections to adjacent properties.

These are our initial thoughts. We look forward to collaborating with you.

Motion was made by Clinton; second by Foushee

VOTE:

AYES: (4) Clinton, Foushee, Whittemore, Gaylord-Miles

NOES: (1) Poulton

ABSTENTIONS: (0)

ABSENT/EXCUSED: (4) Fray, Meyer, Vance, Petrin

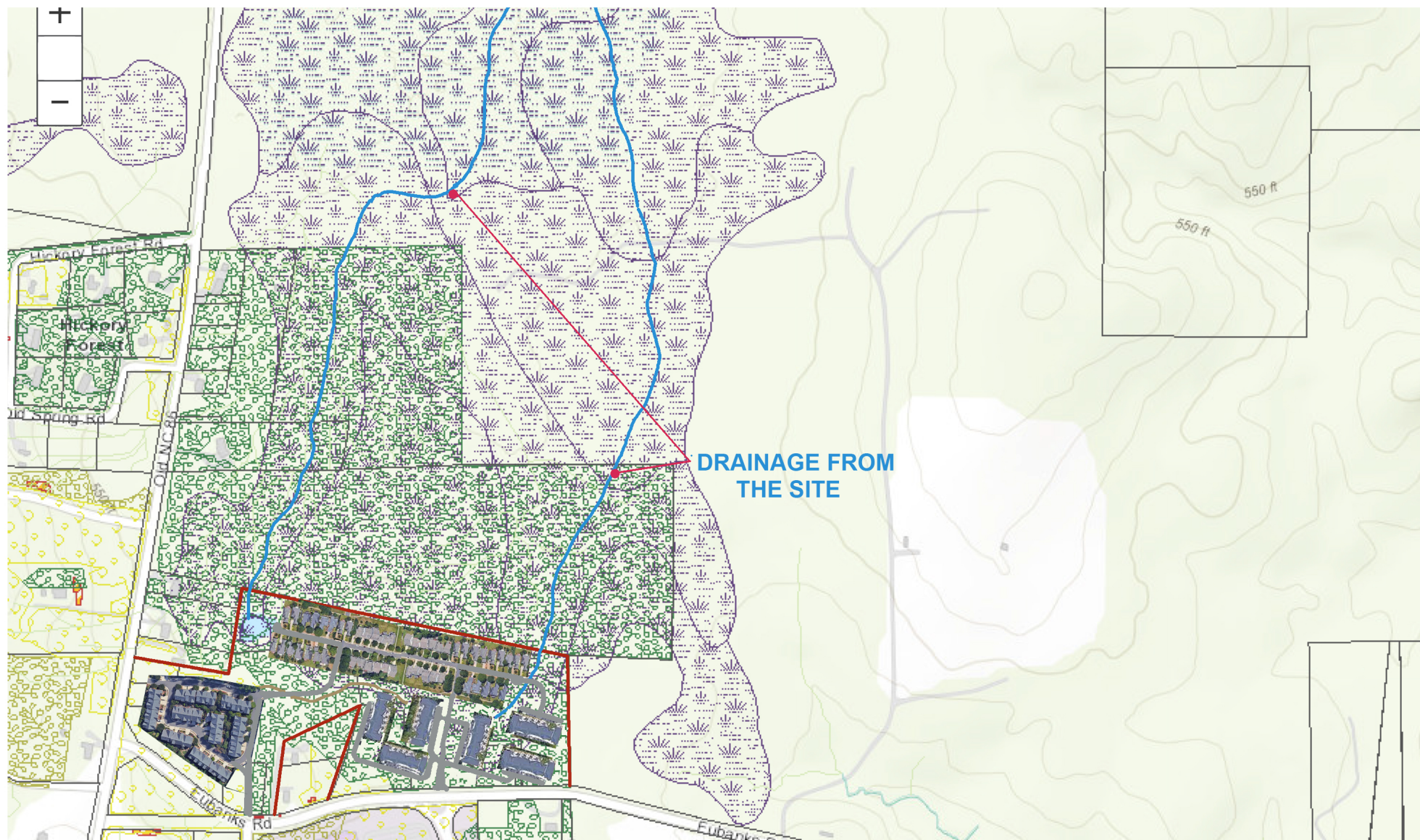
Rachel Gaylord-Miles

(Chair)

04/5/19

(Date)







TOWN OF CARRBORO

Environmental Advisory Board

301 West Main Street, Carrboro, North Carolina 27510

RECOMMENDATION

March 25, 2019

Primary Draft Ordinance, Master Plan, and Petition to Rezone Property at Old NC 86 and Eubanks Road to a Site Specific, Flexible Zoning District (FLX)

Motion was made by Wood and seconded by Kaufman that these recommendations be considered:

Site planning

- Use a tool such as iTree to estimate carbon capture eliminated.
- Supply a LEED worksheet.
- Strive for carbon neutral or negative design.
- Provide on-site renewal energy or make buildings renewable energy ready.
- Retain or integrate open space and contiguous, protected wildlife corridors.

Storm water

- Increase stormwater design to address up to 100 year events.

Water usage

- Implement grey water recycling with cisterns for commercial building
- Green roofs and walls

Infrastructure/Transportation

- ADA compliant compacted dirt walking paths rather than hard surface
- Use raised walkways for any through wetlands if it is done.
- To minimize idling time and implement an east-bound turn lane into school.
- Maintain bicycle and pedestrian connectivity northbound from school and Greenway south of Eubanks.

Building materials

- Source materials locally (within 50 miles if possible)
- Use cement substitutes to reduce carbon footprint.
- Use materials that emit low levels or no air pollutants (adhesives, paints) to allow people with chemical sensitivity equal access.

- Use salvaged/recycled materials
- Strive for net-zero or net-positive construction.

Landscaping

- Use native plants and no invasive species using Town planting guide as a reference.
- To the greatest degree possible use integrated pest control measures.
- Abide by shading requirements based on localized uses – eg residential shading requirements for residential area, parking lot shading requirements for parking lots.
- Retain existing forest canopy to the greatest extent possible.

We recommend some level of co-housing.

Increase urban transition zone (buffer) between development adjacent to wetlands to 100 feet and streams to 200 feet.

VOTE:

AYES: Wood, Kaufman, Sinclair

ABSENT/EXCUSED: O'Connor, Turner, Gavin

NOES: Desai

ABSTENTIONS: (0)

for _____ 3-26-19
(Sonia Desai, Vice-Chair) (Date)

Commercial	Mixed Use	Neighborhood	Single-lot Residential	Techniques/Recommendations/Goals	Resources	Town Guiding Principles and Ordinances
Energy						
x	x	x	x	Meet minimum LEED energy efficiency standards for use (certified)	LEED-ND - p. 78; LEED-NC - pp. 31-33	
x	x	x	x	Complete Energy Efficiency Scorecard	LEED-NC	
x	x	x		Designed to promote public transportation, bikes, pedestrians	KC IS - pp. 24-25,	2020 - 4.3, 3.24, 3.25, 3.27
x	x	x	x	Orient buildings for solar energy - passive and active	LEED-ND - p. 96;	2020- 5.5
x	x	x	x	Prevent blocking solar resources	ILBI - p. 39	2020- 5.5
x	x	x	x	Install on-site renewable energy	KC IS - p. 49; LEED-ND - p. 98; LEED-NC - p. 38; ; ILBI - p. 23	
x	x	x		Reduced parking footprint		
x	x			Purchasing green power or renewable energy credits for two years of 100% of energy needs	KC IS - p. 50	
x	x	x	x	Install opening windows to allow for natural ventilation	ILBI - p. 25	
	x	x	x	Reduce energy use by at least 10% over applicable building code	KC IS - p. 15, LEED-ND - p. 100	
x				Reduce energy use by at least 30% over applicable building code		
				Account and mitigate for greenhouse gas emissions	KC IS - p. 13	
x	x	x	x	Use alternative fuels in construction equipment	KC IS - p. 33	
				Reduce energy use: 20%	KC IS - p. 47-48	
x	x	x	x	Design lighting to reduce light pollution	KC IS - p. 42, LEED-ND - pp. 104-06; LEED-NC - pp. 19-20	
x	x	x	x	Install lighting controls (such as photocells and motion-sensitive switches) where appropriate	KC IS - p. 46	
x	x	x		Provide car-sharing/carpooling parking facilities	LEED-ND - p. 61	
x	x	x		Create and implement a transportation demand management program for project (see LEED standards for reducing peak travel use)	LEED-ND - p. 65	
x	x			Provide for individually controllable lighting/temperatures zones	LEED-NC - p. 73-74	

x	x			Provide daylight for building occupants	LEED-NC - p. 77-79; ILBI - p. 25	
x	x			Account for total construction carbon footprint with one-time carbon offset	ILBI - p. 30	
x	x	x	x	Optimize energy performance (post construction)	LEED-NC - p. 35-37	
Water Usage						
x	x	x	x	Minimize use of irrigation systems	KC ISs - 17-18, 54	
x	x	x	x	Reduce indoor water usage by 20% compared to similar buildings	LEED-ND - pp. 80-81; LEED-NC - pp. 21-22, 26-27	OWASA?
x	x	x	x	Use drought-resistant, water-efficient landscaping, proper soil management	KC Infrastructure - p. 56; LEED-ND - pp. 88; LEED-NC - p. 23-24	
x	x	x	x	Install rainwater collection system to significantly mitigate stormwater impacts	KC IS - p. 55	
x	x			Install green roofs / green walls	KC IS - p. 41; LEED-ND - p. 95; LEED-NC - p. 16	
x	x	x		Design stormwater management system to allow reuse	LEED-ND - p. 101	
				100% of water use from precipitation or closed loop water systems	ILBI - p. 20	
Infrastructure - Transportation						
x	x	x		Located within 1/4 mile walking distance of public transportation	LEED-ND - p. 3, 27; LEED-NC - p. 6; ; ILBI - p. 38	
x	x			Implement solid-waste reduction techniques (establish recycling, etc)	LEED-ND - p. 103; LEED-NC - p. 47; ; ILBI - p. 34	
x	x	x		Design to include through streets - connectivity	LEED-ND - p. 1	
				Establish location suitable for CSA (Community Supported Agriculture) drop off	LEED-ND - p. 74	
				Located on site with existing utilities (water, sewer, etc.)	LEED-ND - p. 1	
x	x	x		Provide on-site bike storage suitable to use	LEED-ND - p. 29; LEED-NC - p. 7	
x	x	x		Design or locate the project to connect to existing or planned bicycle infrastructure (e.g., path, lane, multi-use path, bike storage)	LEED-ND - p. 29	
x	x	x	x	Design walkable, tree-shaded streets	LEED-ND - p. 41, 75	Ordinance for Street
x	x	x		Build compact development	LEED-ND - p. 42; ILBI - p. 18	
x	x			Provide plug-in stations for electric vehicles		
x	x			Provide preferred parking for fuel-efficient, low and no-emission vehicles	LEED-NC - p. 8-9	
Building Materials						
x	x	x	x	Use Forestry Stewardship Council (FSC) certified sustainable wood	55; ; ILBI - p. 31	

x	x	x	x	Use renewable materials	KC IS - p. 62; LEED-NC - p. 54	
x	x	x	x	Heavy materials (e.g., bricks) sourced within 500 miles to reduce carbon footprint	KC IS - p. 59; LEED-NC - p. 53; ; ILBI - p. 32	
x	x	x	x	Use cement substitutes to reduce carbon footprint	KC IS - p. 63	
x	x	x	x	Use materials that emit low levels or no air pollutants (adhesives, paints, sealants)	KC IS - p. 57-58; LEED-NC - p. 66-71	
x	x	x	x	Use on-site materials (e.g., use fill from site, use trees for lumber, use rocks for landscaping)	KC IS - p. 32	
x	x	x	x	Design for disassembly to facilitate reuse of materials	KC IS - p. 27; ; ILBI - p. 34	
x	x	x	x	Recycle construction and demolition materials: 75%	p. 103; LEED-NC - pp. 50-51;	
x	x	x	x	Use Life Cycle Cost Assessment - when evaluating the material choices	KC IS	
x	x	x	x	Plan, design, and build with pre-fabricated elements	KC IS p. 28	
x	x	x	x	Plan for efficient construction delivery and staging	KC IS - p. 29	
x	x	x	x	10% of materials sourced within 500 miles	KC IS - p. 59	
x	x	x	x	Use salvaged, recycled materials	102; LEED-NC - p. 52; ; ILBI - p. 34	
x	x	x	x	Seek appropriate LEED certification	LEED-ND - p. 77	
x	x	x	x	Use roofing materials with solar reflective index (SRI) greater than 78 (low roofs) or 29 (steep roof)	LEED-ND - p. 95; LEED-NC - p. 17	
x	x	x	x	Use paving materials with SRI of at least 29	LEED-ND - p. 95; LEED-NC - p. 16	
x	x	x	x	Use paving system at least 50% pervious	LEED-ND - p. 95; LEED-NC - p. 16	
x	x	x	x	Avoid "red-list materials"	ILBI - p. 29	
x	x	x	x	Reuse existing building rather than demolishing it; preserve historic buildings	LEED-ND - p. 89; LEED-NC - p. 48-49	
Landscaping						
x	x	x	x	Implement design elements to nurture human interactions with nature	ILBI - p. 27	
x	x	x	x	Choose plants that are regionally native		
x	x	x	x	Plants sourced in North Carolina to support State economy		
x	x	x	x	Plants sourced within 250 miles to reduce transportation energy use		
x	x	x	x	Avoid using invasive plants as identified in Appendix E of LUO		
				Design natural acoustic buffers	KC IS - p. 43	
x	x	x	x	Landscape to maximize rainwater infiltration and minimize runoff		
	x	x		Prohibit covenant, bylaw, or other legal restrictions that contradict established Town environmental policies, ordinance provisions, and goals	LEED-ND - p. 73	
	x	x		Dedicate permanent, viable growing space to community garden	LEED-ND - p. 73; ILBI - p. 16	
x	x	x	x	Landscape to maximize shading to reduce building cooling load		

Site Planning						
x	x	x	x	Preserve steep slopes in a natural state. At a minimum, avoid developing on slopes >15%	LEED-ND - p. 34-35	Yes-
x	x	x	x	Preserve existing native vegetation - avoid developing sites with significant habitat	KC IS - p. 37; LEED-ND - p. 36-37	Yes-
x	x	x	x	Minimize developed footprint, impervious surface	KC IS - p. 36	Yes-
x	x	x	x	Develop on brownfield or infill sites	KC IS - p. 23; LEED-ND - p. 1, 26; LEED-NC - p. 5; ILBI - p. 15	
x	x	x	x	Maintain connectivity with open space on adjacent properties		
x	x	x		Retain or create open space and wildlife corridors	KC IS - 38	
x	x	x	x	Build on a site adjacent/with connectivity to existing development	LEED-ND - p. 1	
x	x	x		Locate within walking distance of diverse amenities, or establish diverse amenities	LEED-ND - p. 5, LEED-NC -	
x	x	x	x	Avoid development near wetlands and waterbodies (refer to LUO)	LEED-ND - p. 12; LEED-NC - p. 2; ILBI - p. 15	Yes
x	x	x	x	Identify and avoid impacting trees of significance	LEED-ND - p. 91	
x	x	x	x	Limit disturbance beyond developed portions of site	LEED-NC - p. 12	
x	x	x	x	Plan development layout to maximize passive and active solar access		
x	x	x	x	Locate project outside 100-yr floodplain	LEED-ND - p. 19, LEED-NC -	
Resources						
				King County Infrastructure Scorecard (KC IS)	http://your.kingcounty.gov/solidwaste/greenbuilding/scorecard.asp	
				LEED 2009 - Neighborhood Development (LEED-ND)	http://www.usgbc.org/DisplayPage.aspx?CMSPageID=148	
				LEED 2009 - New Construction and Major Renovations (LEED-NC)	http://www.usgbc.org/ShowFile.aspx?DocumentID=8868	
				International Living Building Institute - Living Building Challenge 2.0 (ILBI)	https://ilbi.org/lbc/LBC%20Documents/LBC2-0.pdf	

NORTHERN TRANSITION AREA ADVISORY COMMITTEE

Meeting: Thursday, April 4, 2019

RECOMMENDATION

FLEX District Rezoning Request – Eubanks Road – Zinn properties

Preliminary Recommendations of the Draft FLX District Ordinance & Application
Submitted by the Northern Area Transition Advisory Committee (NTAAC)
April 5th, 2019

The following preliminary recommendations reflect input of current and former members of the NTAAC, as well as multiple residents of the area who have been meeting biweekly since March 7th, 2019. Additionally, many of the above participants have been involved extensively in this process since the 2011 DAD workshop.

Please note that the NTAAC has been compiling a much more comprehensive document of recommendations, however this serves as an initial summary to the following two findings:

- The NTAAC does not find that, at this time, the preliminary draft FLX ordinance and its draft master plan provides sufficient information to guide and regulate the development in the district in a clear way.
- The NTAAC does not find that, at this time, the draft FLX zoning applications development created based on ordinance and master plan sufficiently realizes the vision for the district as envisioned by the participants of the DAD workshop.

Preliminary Recommendations:

- The density of the development should reflect the rural and current character of the area; and be more consistent with the DAD workshop. The NTAAC plans to make a specific recommendation on the density further in to this planning process.
- Any affordable housing density bonuses be defined at the beginning of the planning process.
- To reflect the DAD workshop vision of a mixed-use development, the ordinance should ensure that a phased build out and/or market conditions do not allow for solely residential.
- The ordinance should more closely reflect the vernacular standards as discussed at the DAD workshop, and should comply with the requirements regarding Architectural Standards in Section 15-177 in Article XI.
- The development should maintain a 100-foot road buffer as a minimum.
- Screening should predominantly, but not wholly, be an understated vegetative buffer throughout the edges of development, and comply with the requirements in Article XIX Screening and Trees. The NTAAC requests site-specific street-level visuals or renderings of the proposed screening for both Eubanks Rd and Old Hwy 86.
- Facades of buildings facing Eubanks Road should reflect the rural character of the area and not attempt to create a faux suburban look. The NTAAC requests site-specific street-level visuals or renderings of the building facades.

- To mitigate traffic impacts, a right turning lane into the elementary school at the roundabout should be added, traffic calming measures and roundabouts should be installed on Eubanks Road, and priority should be given completing the Lake Hogan Farm Road extension. The required traffic analysis should capture data that reflects the impact that school traffic has on the area. The NTAAC plans to make more specific traffic mitigation recommendations once a comprehensive traffic analysis has been completed.
- Prioritize the expansion and connection of the Twin Creeks Greenway to the development.
- A multi-use path should be constructed along Eubanks Road to facilitate both pedestrian and bicycle connections to the school and the nearby greenway.
- CH Transit should expand route options to the area, and explore opportunities for bus stops either inside the development or on Eubanks Road.
- Locate parking, especially for the multi-family residential, behind buildings, on the interior of the development.
- Lighting standards and specific measures should be taken to protect the dark skies.
- The Table of Permissible Uses should more closely reflect the proximity of the school and the DAD workshop. The NTAAC plans to contribute more specific comments on the table of permissible uses further in to this planning process.

Recommendations on the Planning Process:

- Expand the currently proposed time table beyond June 2019 and add additional input opportunities to allow for sufficient time for review and consideration by the community.
- Use creative and more extensive outreach efforts. Suggestions could be to hang a banner or signage on the site providing a short URL for more information; mail informational letters to neighborhoods beyond the traditional 1000 foot radius such as Lake Hogan Farms, Deer Ridge Drive, Lucy Lane, Karen Woods; and include future public input sessions on the Town's website, mass emails, and social media.

Respectfully Submitted, by the NTAAC:

Members: Amy Jeroloman (Chair, County Rep), Anahid Vrana (Vice Chair, County Rep), Rachel Dirito (Carrboro Rep), Meg McGurk (Carrboro Rep), and Deb Rich (County Rep)

Staff Liaison: Jeff Kleaveland

Board of Alderman Liaison: Bethany Chaney

(Motion: Vrana; Second: Dorito – Ayes (unanimous))



for chair (Amy Jeroloman) 4/5/19.



TOWN OF CARRBORO

Transportation Advisory Board

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

APRIL 4, 2019

FLX Zoning at Old NC 86 and Eubanks Road

The Transportation Advisory Board of the Town of Carrboro submits the following comments as they relate to the components, requirements, and preliminary concept for the FLX Zoning District development proposed for the property at Old NC Hwy 86 and Eubanks Road.

15-350(f):

Define a medium residential use within the proposed district, which would represent three-plex and four-plex type housing units. This would be distinct from the low density (single family and townhomes) and high density (multi-family) residential uses.

Limit the minimum density on to 15 DU per area as this is a well-documented density which supports transit use.

15-350(g)(1):

Reduce the setback requirements for any buildings oriented towards Eubanks road as this can facilitate reduction in driving speed due to the feeling of entering a village type setting.

15-350(g)(3):

Use pooled greenspace to reduce the single family lot sizes and provide a large, common use, community open space.

Remove the restriction on the percentage of recreation facilities which can be located in common open space.

15-350(g)(4):

Access points along Eubanks Road should be limited to two (2).

If the completion of the Traffic Impact Analysis would indicate improvements are needed at Eubanks Rd and Old NC 86, the preferred intersection type is a roundabout.

If the completion of the Traffic Impact Analysis would indicate improvements are needed at Eubanks and Drummond, the preferred intersection type is a roundabout.

If the completion of the Traffic Impact Analysis would indicate improvements are needed along Eubanks Rd, provision of bike/ped facilities in the form of a separated sidepath (as opposed to a bike lane) should be provided at time of construction.

Design of roundabouts or other improvements along Eubanks Road must include high visibility crosswalks at appropriate locations.

Roadways internal to the development should be interconnected between the access points along Eubanks Road.

Roadways internal to the development should be designed with sidewalks on both sides of the street.

15-350(g)(5)

Protect the shag bark hickory trees currently on the land.

15-350(g)(6):

Consider creation of site specific shared parking ratios to reduce the overall parking space requirements for the commercial and retail uses proposed.

15-350(g)(7)

Provide appropriate internal bike/ped connections such that they would facilitate extension of the Jones Creek Greenway through Morris Grove, across Eubanks Road, and into the proposed development.

Provide an enhanced pedestrian crosswalk where the greenway crosses Eubanks, this should include a high visibility crosswalk, and traffic control such as a Rapid Rectangular Flashing Beacon (RRFB) or High Intensity Activated Crosswalk Beacon (HAWK).

15-350(g)(8)

Coordinate with Chapel Hill Transit to ensure to internal design of the site would facilitate provision of direct transit access (consider stop locations and bus operations during design) with modification to the existing HS route if needed.

15-350(k):

Clarify this language to indicate that bike parking requirements are not reduced in this district and that the town-wide standard will be followed.

15-350(m):

Consider use of low glare outdoor lighting to minimize light pollution.