

Agenda

Joint Public Hearing

Planning Board and Town Board of Commissioners

7 p.m. October 19, 2020

David Price Farmers' Market Pavilion at 140 East Margaret Lane

1. **Call to order and confirmation of quorum**
2. **Agenda changes and approval**
3. **Open the public hearing**
4. **Annexation, Zoning request, and Special Use Permit application** from US 70A, LLC and the current owners involving 10.89 acres immediately east of the Meadowlands Office Park at 1317 US 70 A. The applicant is seeking annexation into Hillsborough, requesting the property be zoned Residential Special Use and applying for a Special Use Permit to develop the property with 76 townhomes. The application includes waiver requests. The applicant parcels are identified by OC PINs 9874-80-9603, 9874-81-6134, and 9874-81-8049.
5. **Adjournment**

Assistant Town Manager/Planning Director Margaret Hauth
101 E. Orange St., PO Box 429, Hillsborough, NC 27278
919-296-9471 | margaret.hauth@hillsboroughnc.gov
www.hillsboroughnc.gov | @HillsboroughGov

**October 19, 2020 Joint Public Hearing
Item Cover Sheet/Staff Report**

Agenda Item #: 4

ATTACHMENTS:

- 1 –applications, narrative, and waiver requests
- 2 – Traffic study & response from State Historic Preservation Office
- 2 – written comments received by 8/13/2020
- 3 – plan set (as separate file)

GENERAL INFORMATION:

Project Title: East Village at Meadowlands

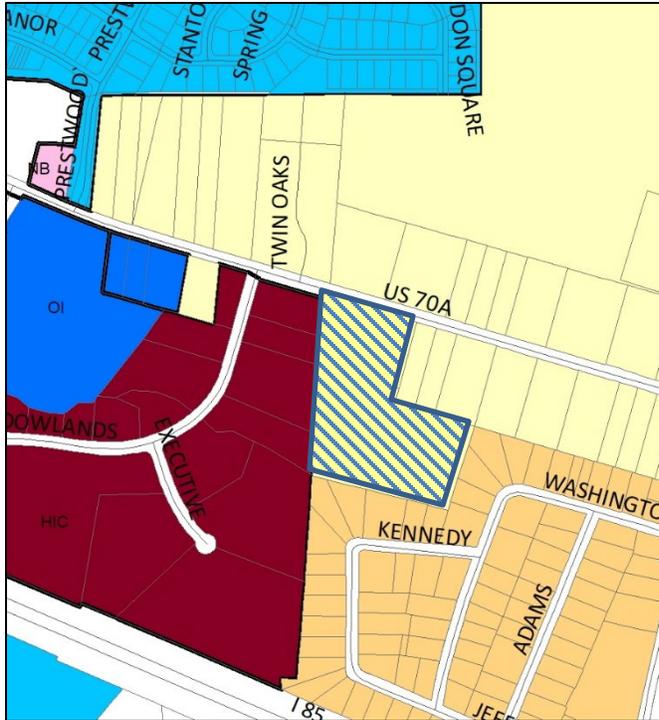
Purpose: Annexation of 10.89 acres adjacent to the city limits
Zoning to Residential Special Use
Special Use Permit application to construction 76 townhomes

The plans and support materials are unchanged from the August hearing.

Background:

The applicant limited liability company approached the town about its interest in annexing land adjacent to the Meadowlands for a new neighborhood in March. The Town Board agreed to consider the request.

The Future Land Use Plan call for mixed residential densities in this area. Areas shown in color on the map below are within the town’s urban services boundary, meaning annexation and utility service are possible, if the board desires. The town has entered into interlocal agreements with the county about areas it will serve with utilities and/or annex. Areas not colored on the map are outside that boundary. Annexation and utilities cannot be extended to these areas without amending the interlocal agreement.



Zoning Map excerpt:

Tan = Orange County R-2 (2 units per acre)
 Light yellow = Orange County R-1
 Deep red = High Intensity Commercial

Royal blue = Office Institutional
 Bright blue = Entranceway Special Use
 Pink = Neighborhood Business

Residential Special Use Intent & criteria:

4.4.4.1 Intent The purpose of the residential special use district is to create an open-ended use category for unique and diverse housing opportunities within existing residential districts as those districts age and redevelop.

4.4.4.2 Application Criteria Property is eligible to be rezoned to the RSU district only when the property proposed for such rezoning meets the following criteria:

- (a) The parcel contains at least 65,000 square feet and has direct vehicular access to a public street classified as local, collector, or arterial.
- (b) The parcel is served by public water and sewer or such services will be extended as part of the development.

Public notice information:

Newspaper ads were run in the News of Orange on October 7 and 14 consistent with state law. Notices were mailed on October 2, including site plans, to 59 unique property owners located within 500 feet of the property boundary, consistent with UDO requirements. A sign was placed on the properties on October 2, consistent with state law

Requested waivers:

The applicant has detailed 5 requested waivers. Staff has identified a few others. Please see the staff comments section for a more detailed discussion about public versus private streets.

Waiver 5 – lighting

The lighting plans do not show the lighting attached to the buildings or for the signs as those fixtures and details have not been finalized. The applicant commits to meeting ordinance requirements for these items.

Staff comment: Staff has no concern about granting this waiver.

Waivers 1-4 are all related to the roads and on-site parking

The applicant has opted to propose the internal circulation as public roads for this project. This is, in part, in response to comments from staff during the technical review. Streets in townhome neighborhoods are often private. This is the reason why the town generally does not provide trash service via roll-out carts in townhome neighborhoods. It can also prevent school buses from circulating in these neighborhoods. This neighborhood is being proposed as affordable housing. Staff indicated a preference for public streets in hope of supporting full town services and school bus routing to this neighborhood.

Applying the public street standards in Section 6 triggered a request for relief from the standard 60' of street width (waiver 2) and some of the cross-section requirements of the street design standards for public roads (waiver 3- relevant standard attached following this report). Waiver 1 captures the fact that some of the planting islands are smaller than the required 300 sf, while the applicant states they are large enough to accommodate the intended plantings and meets the intent of the ordinance. Waiver 4 is a request to no install sidewalks on both sides of all streets (the main access drive in this case).

Staff comment: Staff acknowledges that these waivers may be in large part due to their comment requesting a public street in the neighborhood. The board members may want to have an extended discussion with the applicant about pros, cons, and impacts of public versus private streets for this neighborhood and determine the best path forward. Treating the internal circulation as a parking lot and applying the parking standards may trigger other or different waiver requests or other unintended consequences.

Staff identified waivers:

Recreation space-

The staff has some comments about the recreation space offered in the plan that may trigger additional waivers. The applicant has shown the recreational requirement as a land area, which is their option. They seem to be offering a combination of land, improvements and fees in lieu, but that is not completely clear. The calculation on the plan is strictly based on the acreage and doesn't take credit for any facility points. A discussion point will be whether the shown facilities are planned to be installed or whether they are conceptual. Staff suggests clarifying this point and establishing deadlines tied to home completion for when the facilities must be completed, if the applicant will be building them.

The ordinance requires that 5% of the recreation points must be for play equipment suited to children under 12. Since the applicant was focused on land area, we have to translate between the two methods. With 76 units or 3 and 4 bedrooms, there could be a significant number of children in this neighborhood, so this is important. The field is active recreation but may not be suited to children under 12. A two-bay swing set is mentioned, but the area is not specified so we cannot determine if this is adequate. Its also unclear that this will be built or shown as a concept.

The open land around the townhomes on Gill Court is being offered to help meet the recreation land area. This portion constitutes more than half of the offered area, but the land is not is very large piece to facilitate any active use. This is a policy decision for the boards on whether more than half of the recreation area should be geared to active or passive uses in this neighborhood.

Tree removal-

The tree inventory (shown on page L-2 of the plan set) indicates the site is presently 75% wooded and will be 26% wooden after construction and at tree maturity. Section 6.22 on Tree Protection is worded in a flexible way but does say that for sites with pre-development tree cover of more than 50% “some reduction of that percentage may be approved by the permit issuing authority.” Staff have rare called out tree removal for waivers, noting that urban scale development does not lend itself to tree preservation and the idea of compact development is a community value. Compact development and tree preservation are often in direct conflict. Add affordable housing and a townhome building style to the discussion and the balance becomes more challenging to make. Staff raises this issue for board discussion without a strong opinion in either direction.

Other staff comments:

This project is an annexation, zoning, and special use permit combined. While the property is within the urban services boundary, the town is not obligated or required to accept this request at this time.

The choice of Residential Special Use zoning does give the applicant maximum flexibility for site development and likely limits the number of requested waivers than if they had requested Multi-family Special Use.

The applicant has indicated an intent to partner with Habitat for Humanity of Orange County. New affordable homeownership opportunities are a priority and strong interest of the town board. That interest needs to be balanced with the impacts of this development proposal.

Connectivity:

The applicant owns the parcel immediately west in the Meadowlands and is proposing a sidewalk along that frontage. This connection is very important to this neighborhood. It provides a safe connection to a range of services and employment opportunities for residents in the Meadowlands. While the sidewalk network in Meadowlands is not complete, moving on foot in that area is reasonably safe. Establishing a deadline for this sidewalk to be installed is an important condition for this project.

This site has very limited frontage on US 70 A, so a second point of access is not possible at this time. No stub-out location was identified as the surrounding lots are all developed. Habitat builds with sprinklers in their units, so that helps address the number of residents on one access point. Plans were shared with the fire marshal and no concern was noted during the technical review.

Grading

The grading plan submitted is difficult to interpret. However, it appears that there will be places on site where the pre and post elevation will change by more than 4 feet. The site does not have significant slopes, as evidenced by the grading plan that has limited areas of color calling out the 15% and 25% existing slopes. There is a retaining wall proposed close to a stream buffer, we will verify that the wall can be constructed without encroaching in the buffer.

On other projects, the board and public have occasionally been surprised by the amount of grading that happens. Staff highlights this simply to ensure a full understanding of the proposal. Grading and tree preservation are at odds with one another.

Public versus private roads

A discussion about public or private roads in townhome neighborhoods started during the Collins Ridge review. This site has different challenges. These townhomes will not have garages or driveways. The interior circulation looks more like an apartment parking lot – drive aisles with perpendicular parking, than driving through Elfin’s Pond or Waterstone Terraces. That’s not good or bad, it just is. Crescent Magnolia, the senior Habitat townhome project in Waterstone has a similar layout as proposed here. With only 24 units, the impact is not as obvious. That neighborhood also will not have school students as it is for seniors.

Because there are not driveways to the individual townhomes and on-street parking there is nowhere for roll-out trash carts to locate. The provision of trash service was another driving force behind the staff interest in public streets, but it doesn’t work out with the parking configuration.

The public right of way does not extend to the back of curb in front of the homes. This will create a long-term maintenance issue in that the town may have to resurface the street, but the residents will be responsible for the curbing. The concern about long term maintenance of the streets was another factor in staff recommending public rather than private – to keep the homeowners dues lower in an affordable housing community.

While not a common occurrence, snow plowing will also be a concern with the parking being in the public right of way. The town can’t plow the parking & expect the residents to be at home at the same time. If the town only plows the drive aisle, some residents may not be able to get out of their spaces.

Staff acknowledges that this is more commentary than we usually provide on projects. The COVID situation prevented some of the usual back and forth discussions with the applicant on this project as did the current extreme work volume in the Planning Department. This staff

report has been shared with the applicant on the day it was written in hopes that in the week leading up to the hearing was can resolve or better discuss some of these issues at the hearing.

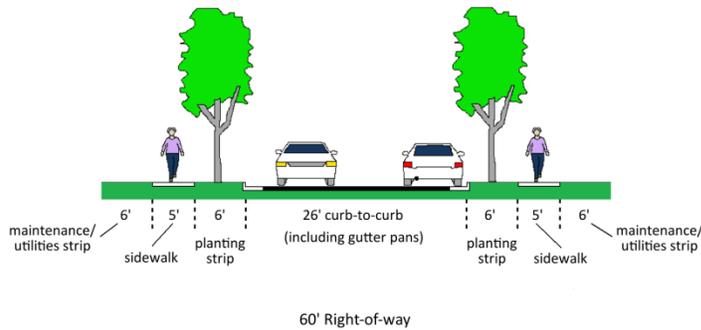
Special Use Permit findings:

3.8.3 GENERAL STANDARDS/FINDINGS OF FACT

The Town Board shall not approve a Special Use Permit application unless it makes each of the following findings concerning the proposed special use:

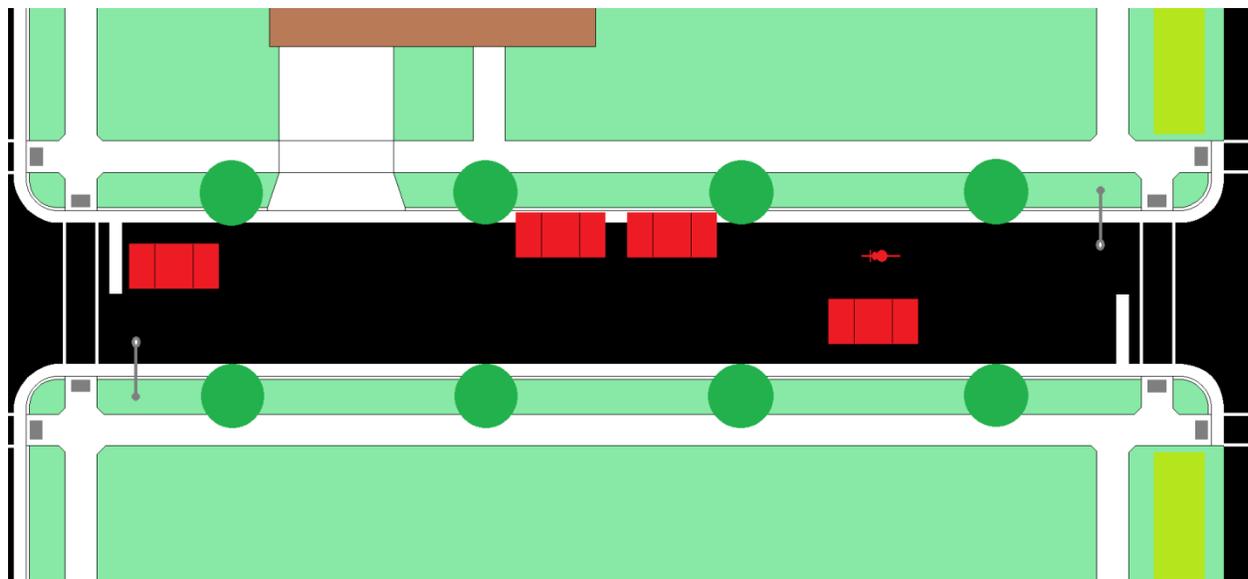
- (a) That the use or development is located, designed, and proposed to be operated so as to maintain the public health, safety, and general welfare.
- (b) That the use or development complies with all required regulations and standards of this Ordinance, including all applicable provisions of Articles 4, 5, and 6 and all applicable regulations;
- (c) That the use or development is located, designed, and proposed to be operated so as to maintain or enhance the value of contiguous property, or that the use or development is a public necessity; and
- (d) That the use or development conforms with the general plans for the physical development of the Town and is consistent with the Town's Comprehensive Plan.

RESIDENTIAL LOCAL STREET



Residential Local Streets

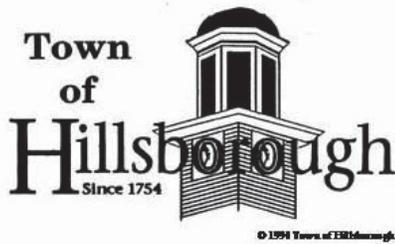
are the primary type of street found within residential neighborhoods. These are low-volume, low-speed streets, where it is appropriate for bicycles, automobiles, and parked vehicles to share space within the roadway. By default, most new residential local streets should be designed with curb and gutter, although there may be exceptions – a separate design is provided for streets without curb and gutter.



Summary of Design Elements

Right-of-way width	60 feet
Roadway width (face of curb to face of curb)	26 feet
Planting strip width	6 feet on each side of street
Sidewalk width	5 feet on each side of street
Maintenance/utilities strip width	6 feet on each side of street
Curb radius at intersections	5 feet recommended, 10 feet maximum
Street trees (within planting strip)	every 40 feet
Street lighting (within planting strip)	at intersections, and at least every 175 feet
Speed limit	20-25 miles per hour
Lane striping	none
Crosswalk striping	standard
On-street parking	allowed

Please see next page for information on Residential Local Streets without curb and gutter treatments.



**APPLICATION FOR
Special Use Permit**

Planning Department
101 E. Orange Street / P.O. Box 429
Hillsborough, NC 27278

Phone: (919) 296-9471, Fax: (919) 644-2390

Website: www.hillsboroughnc.gov

Project Title: East Village at Meadowlands 9874816134

PIN # 9874809603
9874818049

Address: 1317 US 70-A East
1) - Henrietta C. Auman Trust c/o Guido Demaere (PIN 9874816134 & 9874809603)
Property Owner Name: 2) - Hart P. Griffith-Zill (PIN 9874818049)

Mailing Address 1) - 220 Huntington Dr., Chapel Hill, NC 27514 Phone: 1) 919-929-3113
Phone: 2) 919-619-0159

City, State, Zip: 2) - 1317 US HWY 70A, Hillsborough, NC 27278-2418 E-mail: 1) gdmpa@mindspring.com
E-mail: 2) hart@touchamerica.com

Applicant Name: US 70A, LLC; c/o Summit Design and Engineering

Mailing Address: 320 Executive Court Phone: 919-732-3883

City, State, Zip: Hillsborough, NC 27278 E-mail: james.parker@summitde.net

Surveyor/Engineer: Summit Design and Engineering

Mailing Address: 320 Executive Court Phone: 919-644-3121

City, State, Zip: Hillsborough, NC 27278 E-mail: tim.smith@summitde.net

Zoning: R-1 (Orange County Zoning Existing) HIC (Town)
RSU (Town Zoning Proposed) Adjacent Zoning: R-1 and R-2 (Orange County)

Acreage: 10.89 total of all parcels Phases: One Phase

Water Service: Public Water Well **Sewer Service:** Public Sewer Septic Tank

Existing Structures: 1 (one) single family residence on PIN 9874818049

Proposed Structures: 76 Townhome Units

Critical Areas: None
 Flood Drainage / Stream Pond Steep Slopes Cemetery
 Easements Historic

(Typ.)

	Bldg A	Bldg B	Bldg C	Bldg D	Bldg E	Complies
Expected Uses	Res.					YES
Expected Employees	N/A					
Hours of Operation	N/A					
Phase	N/A					
Setbacks	NONE					YES
Impervious Surface	185,417 SF					YES
Parking Spaces	166					YES
Number of Signs	1 - one					YES
Height of Signs	±5'					YES
Building Height	45'					YES

I/We certify that all of the information presented by me/us in this application is accurate to the best of my/our knowledge, information, and belief.

APPLICATIONS WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF PROPERTY OWNER.

Tinley A. Smith 5/18/2020
Applicant's signature date

GUIDO DE MADRE, TRUSTEE 05/18/2020
Property Owner's signature date

Property Owner's signature date

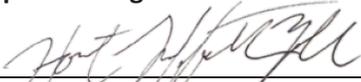
	Bldg A	Bldg B	Bldg C	Bldg D	Bldg E	Complies
Expected Uses						
Expected Employees						
Hours of Operation						
Phase						
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Parking Spaces						
Number of Signs						
Height of Signs						
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I/We certify that all of the information presented by me/us in this application is accurate to the best of my/our knowledge, information, and belief.

APPLICATIONS WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF PROPERTY OWNER.

Applicant's signature

date



5/18/2020

Property Owner's signature

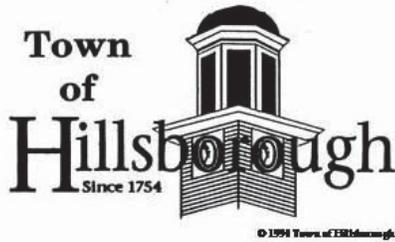
date

Revised: 7/20/2020

Revised: 6/22/2020

APPLICATION FOR

Zoning Map Amendment (Rezoning) Request
Future Land Use Plan Amendment Request



Planning Department
101 E. Orange Street / P.O. Box 429
Hillsborough, NC 27278

Phone: (919) 296-9471, Fax: (919) 644-2390

Website: www.hillsboroughnc.gov

Amendment Type: Zoning Map Amendment Future Land Use Plan Amendment **9874816134**

Property Address: **9874809603**

1317 US 70-A East (Vacant un-addressed lands to the west and south) PIN #: **9874818049**

Applicant Name: US 70A, LLC; c/o Summit Design and Engineering

Mailing Address: 320 Executive Court

Phone: 919-732-3883

City, State, Zip: Hillsborough, NC 27278

E-mail: tim.smith@summitde.net

Property Owner Name: 1) - Henrietta C. Auman Trust c/o Guido Demaere (PIN 9874816134 & 9874809603)
2) - Hart P. Griffith-Zill (PIN 9874818049)

Mailing Address: 1) - 220 Huntington Dr., Chapel Hill, NC 27514-2418 Phone: 1) 919-929-3113

2) - 1317 US HWY 70-A EAST, Hillsborough, NC 27278 Phone: 2) 919-619-0159

Location/Streets Accessed: 1317 US 70-A EAST E-mail: 1) gdmpa@mindspring.com

E-mail: 2) hart@touchamerica.com

Current Zoning: R-1 (Orange County)

Proposed Zoning: RSU (Town Zoning)

Acreage: 10.89 total of all parcels

Lot Dimensions: 850' deep by 720' wide

Water Service: Public Water Well

Sewer Service: Public Sewer Septic Tank

Existing Structures: 1 (one) single family residence on PIN 9874818049

Critical Areas: **None**

Flood Drainage / Stream Pond Sleep Slopes Cemetery

Easements Historic

See next page

Reasons for requesting the change

See Attached Project Summary

Changing Conditions:

Other:

I/We certify that all of the information presented by me/us in this application is accurate to the best of my/our knowledge, information, and belief.

APPLICATIONS WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF PROPERTY OWNER.

Timothy A. Smith 5/18/2020
Applicant's signature date

GUIDO DE MAERE, TRUSTEE 05/18/2020
Property Owner's signature date

Property Owner's signature date

Reasons for requesting the change

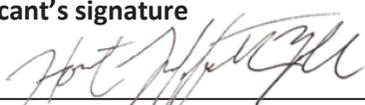
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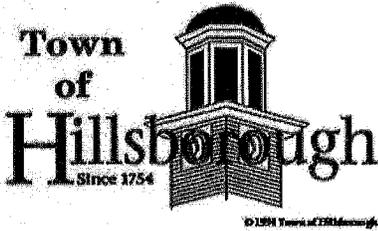
Changing Conditions:

Other:

I/We certify that all of the information presented by me/us in this application is accurate to the best of my/our knowledge, information, and belief.

APPLICATIONS WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF PROPERTY OWNER.

_____	_____
Applicant's signature	date
	5/18/2020
_____	_____
Property Owner's signature	date



**PETITION FOR
Annexation of Contiguous Property**

Planning Department
101 E. Orange Street / P.O. Box 429
Hillsborough, NC 27278
Phone: (919) 296-9471 Fax: (919) 644-2390
Website: www.hillsboroughnc.gov

TO THE BOARD OF COMMISSIONERS OF THE TOWN OF HILLSBOROUGH:

(1) The undersigned, Guido Demaere, ^{TRUSTEE} & Hart Griffith-Zill

being the owner(s) of all real property located within the area described in paragraph two below requests that such area be annexed to the Town of Hillsborough.

(2) The area to be annexed is contiguous to the Town of Hillsborough and is located _____
on the south side of US 70A, ±700 ft. east of the intersection of Meadowlands Drive

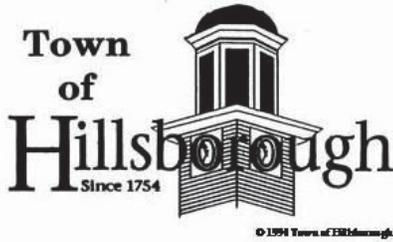
(3) A map of the foregoing property, showing its relationship to the existing corporate limits of the town, is attached hereto.

(4) This petition is presented under the authority contained in G.S. 160A-31.

Respectfully submitted this 18th day of May, 2020

[Signature] GUIDO DE MAERE, TRUSTEE Catherine A. Demaere
Property Owner Witness

Property Owner Witness



**PETITION FOR
Annexation of Contiguous Property**

Planning Department
101 E. Orange Street / P.O. Box 429
Hillsborough, NC 27278

Phone: (919) 296-9471 Fax: (919) 644-2390

Website: www.hillsboroughnc.gov

TO THE BOARD OF COMMISSIONERS OF THE TOWN OF HILLSBOROUGH:

(1) The undersigned, Hart Griffith-Zill

being the owner(s) of all real property located within the area described in paragraph two below requests that such area be annexed to the Town of Hillsborough.

(2) The area to be annexed is contiguous to the Town of Hillsborough and is located 1317 Highway 70A E Hillsborough NC 27278

(3) A map of the foregoing property, showing its relationship to the existing corporate limits of the town, is attached hereto.

(4) This petition is presented under the authority contained in G.S. 160A-31.

Respectfully submitted this 18 day of May, 2020

Property Owner

Witness



320 Executive Court, Hillsborough, NC 27278
Phone // 919.732.3883 Web // www.summitde.net

Town of Hillsborough Planning

August 11, 2020

101 E. Orange Street
Hillsborough, NC 27278

Attn: Tom King, AICP, CZO
Senior Planner

Re: East Village at Meadowland Townhomes – Rezoning, Future Land Use Plan & Comprehensive Plan Amendment and Special Use Permit Applications

Dear Tom:

The attached application documents are provided to you in conjunction with the proposed Parton Woods Townhomes development project located on US 70A Highway.

Project Description and Narrative:

The East Village at Meadowlands Townhomes development project is located at 1317 US 70-A East, approximately 700-ft. east of Meadowlands Drive. The development comprises 3 parcels, with a total combined area of ± 10.89 acres. The property is currently undeveloped except for the 2-acre parcel at 1317 US 70-A East. That parcel has an existing single-family residence on the property that will be removed. The property is currently mostly wooded with a mix of hardwoods and pines. The project site is bounded on the west by the Meadowlands Commercial properties, including the Orange County EMS facility and bounded on the south and east with single family lots. The site has access to public water located along US 70-A East and public sewer will be extended to the site from Meadowlands Drive. For additional fire protection, all units will have residential sprinkler systems installed.

The property is currently located in Orange County's zoning jurisdiction, is zoned R-1 residential and located in the Lower Eno unprotected watershed. To obtain the required density for the Townhomes, we are requesting a rezoning to RSU (Residential Special Use) zoning. The parcel is larger than 65,000 sq. ft., has direct vehicular access to a public arterial street and is served by public water and sewer either directly or by extension. It therefore meets the application criteria for the RSU district. The intent of the RSU zoning district is to provide unique and diverse housing opportunities within existing residential areas. In this case, we are working with an exceptional opportunity to collaborate with Habitat for Humanity of Orange County for the development of the project. We have been working with Jennifer Player, the President and CEO for Habitat of Orange County, to assist with our design of the project to meet the needs and requirements of their program. We are excited about this relationship for the project and it provides a great opportunity to fill a void in the affordable housing market for the Town of

Hillsborough. We submitted our letter of annexation request to the Town Board of Commissioners back in February of this year and it was received with strong interest and approved at their meeting on March 9th.

The Site Plan design has now been developed for a formal submittal in conjunction with the rezoning, SUP and annexation applications to be reviewed at a joint public hearing. The design includes 76 proposed Townhomes units with a mix of three and four bedroom floor plans. It also provides the design criteria per Sections 4, 5 and 6 of the UDO for buffers, parking, lighting, landscaping, stormwater management, access and utilities. Under the lighting plan, we currently show all the exterior lighting for the streets, parking lots and pedestrian areas and the photometrics meet the requirements of the UDO. However, the building units will also have wall mounted fixtures at the entrance doorways, but the specifications for those lights at not available at this time. During the Construction Drawing design for the project, we will provide this information and revise the site lighting plan accordingly to remain in compliance with the UDO. There are a few parts of Section 6 of the UDO that the project design does not meet and we are requesting waivers in those instances. The details of those waiver requests are provided in the attached exhibit. We look forward to walking through the presentation of the project at the public hearing in August, 2020.

1. Traffic Impact Statement:

For the proposed development of Townhomes on the referenced parcels, a Trip Generation Summary was prepared along with left and right turn lane warrant calculations. This information was forwarded to the NCDOT District Engineer, Chuck Edwards, for his review and comment. Following his review, he indicated that the NCDOT turn lane warrants were not satisfied and that turn lanes would not be required as a condition of the driveway permit. However, he did recommend that dual egress lanes for exclusive left and right turns be provided for the exit drive connection to US 70-A East. (See attached documentation summary)

2. State Department of Cultural Resources:

An Environmental Review request was sent to the North Carolina State Historic Preservation Office (Department of Cultural Resources) and a response was received on July 13, 2020. A copy of the response letter is attached with our submittal documents. The letter has indicated that no historic resources would be affected by the project.

3. Green Building Systems:

As noted, these proposed Townhomes will be built by Habitat for Humanity. Habitat has been a member of the Green Builders of the Triangle (GBHT) since 2007 and follows the model guidelines of the National Association of Home Builders. This includes many green features and energy efficiency standards to lessen the impact of their houses on the environment. Please see the attached summary of their Energy Efficiency Program for further details.

4. Proposed Daily Water Usage:

(26) 4-bedroom units x 120 gal/bdrm/day = 12,480 gpd

(50) 3-bedroom units x 120 gal/bdrm/day = 18,000 gpd

Total Proposed Water Usage = 30,480 gpd

This demand will be reduced 20%-30% with the use of low flow shower heads and dual flush toilets.

5. General Findings of Fact per UDO Section 3.8.3:

- (a) That the use or development is located, designed, and proposed to be operated so as to maintain the public health, safety, and general welfare.

The proposed townhouse development is located in an area that is suitable for residential use. It is currently zoned for residential use (R-1) and is located adjacent to other residential areas to the south and east. It will serve as a transition zone from the commercial properties in the Meadowlands area, including the Orange County Sportsplex, to the single-family residential properties to the east. The design of the development will provide safe vehicular access and circulation throughout the community, including a connection to US 70-A East. The development will have access to connect to the public water and sewer utilities provided by the Town of Hillsborough and will therefore not have any environmental impacts from the construction of wells or septic fields. The addition of the units will be fully supported within the existing capacity of the Town of Hillsborough's water supply and wastewater treatment facilities. The development of this neighborhood will be an asset to the community and will maintain and improve the public safety and general welfare of the area.

- (b) That the use or development complies with all required regulations and standards of this Ordinance, including all applicable provisions of Articles 4, 5, and 6 and all applicable regulations.

The proposed development complies as fully as possible to the regulations set forth in Articles 4,5 and 6 of the Town of Hillsborough Unified Development Ordinance. This includes the standards for parking, lighting, landscaping, stormwater management and other design standards. The site design includes a 15-ft. buffer along the west property line and a 35-ft. buffer along the frontage of US 70-A East. These buffer areas will either maintain the existing vegetation or include additional landscaping plantings to meet the requirements of the ordinance. The design includes a regulatory compliant stormwater management plan that will control the runoff from the site and nutrient treatment for water quality. This will include the construction of two bioretention basins. One near the entrance of the site and one at the southeast corner of the property. The site layout includes the required parking for each townhome unit including handicap accessible parking at the appropriate ratio. There are also additional visitor parking spaces provided at various locations within the site. Site lighting will be provided to meet the ordinance requirements for safety but also meet the proper levels for adjoining properties to limit glare. These provisions and all other regulatory standards for

the project have been fully addressed during the design. The project meets all of the required design standards per the UDO, with the exception of five items as noted in the attached list of requested waivers. These include items for landscaping, lighting, sidewalks and street standards. (See attached list of the requested waivers)

- (c) That the use or development is located, designed, and proposed to be operated so as to maintain or enhance the value of contiguous property, or that the use or development is a public necessity; and

The proposed development is located between the existing commercial Meadowlands properties to the west and the existing Colonial Hills residential neighborhood to the east. Colonial Hills is an older single-family residential neighborhood with public water connections but no public sewer. The lots are all served by individual septic systems. The East Village at Meadowlands Townhomes development is designed to provide a transition between these two developed areas and will specifically enhance the value of the properties in the Colonial Hills neighborhood. It will also provide an opportunity for future extension of the public sewer into Colonial Hills. The proposed development will be a positive benefit to this area of the Hillsborough community.

- (d) That the use or development conforms with the general plans for the physical development of the Town and is consistent with the Town's Comprehensive Plan.

The Town of Hillsborough's Comprehensive and Strategic Growth Plans indicate that the location of this development is proposed for future services and annexation. We understand that the Town Board of Commissioners has recently reviewed proposed adjustments to the water and sewer service area boundary in this area, but that following our annexation request for this development agreed to keep this property within the boundary. The project falls under the category of Mixed Residential Neighborhood, with an average density of 7 units per acre. Its location near the Meadowlands commercial property and other multifamily properties like Forest Ridge, which has single family lots and Townhomes and Eno Haven Apartments fits in well with the proposed 10-year transition land use category of Orange County's 2030 Comprehensive Plan. It is located adjacent to the existing corporate limits and the requested annexation would be a contiguous addition to this boundary. While this project conforms to the plans for the physical development of the Town, it also fits in well with the Town's Vision 2030 Plan. Specifically, with a desire for the Town to provide diverse and affordable housing opportunities, this Habitat for Humanity neighborhood will fill a void for those options. Hillsborough has continued to grow and develop many single-family subdivision neighborhoods, but the housing options for low to medium income individuals and families are scarce. This development will help to meet that need.

Respectfully submitted by:

Timothy A. Smith, PLS, PE





We build strength, stability, self-reliance *and* shelter.

Energy Efficiency Program

Habitat joined the Green Home Builders of the Triangle (GHBT) in 2007. Using the National Association of Home Builders (NAHB) model guidelines, the GHBT provides a set of standards for builders wishing to measure the impact of their houses on the environment. Each green feature is assigned a point value, and total score represents the environmental impact of the house.

Since 2002, Habitat has certified its houses in the SystemVision program, administered by Advanced Energy Corp. This program sets standards for energy efficiency, comfort, and indoor air quality. By meeting these standards, Habitat houses are already much greener than the average new house built today. Without many further modifications, Habitat houses meet the Bronze Level of the NAHB Research Center. For the townhomes in its Crescent Magnolia neighborhood in Hillsborough, Habitat was able to increase the rating to Silver Level.

Participating in SystemVision has improved the quality of Habitat houses, which are only expected to improve further as additional features from the Green Building Council guidelines are adopted.

The first certified Habitat house is on Tulip Tree Road in Hillsborough. It was featured on the Home Builders Association of Durham, Orange, and Chatham Counties (HBADOC) Green Home Tour in March 2008. All homes since then have been green-certified.

Current Green Features

- 14.5 SEER heat pumps
- Filtered fresh air ventilation
- Comfort balancing of bedrooms
- Kitchen and bath ventilation correctly sized, balanced, and tested
- Air-sealing of building envelope
- High-efficiency vinyl windows with low-E coating
- HVAC ducts insulated and sealed, increased insulation in the ceiling and walls
- Plan review by third party for energy efficiency
- Energy guarantee for heating and cooling, monthly average below \$30
- Water-saving fixtures, Energy Star appliances
- Low or no-VOC paints
- Pre-cut floor joists and pre-manufactured roof trusses
- Recycling of construction debris
- Homeowner instruction in operation of house
- Small housing footprint relative to average new house size
- Minimal disturbance of soil and vegetation when possible
- Advance Framing techniques to save lumber
- Use of gutters and other materials to manage rainwater and to reduce weathering

Waivers Required/Requested from Unified Development Ordinance Section 6 (Development Standards):

1. **Section 6 (Development Standards), Subsection 6.10 (Landscaping (Parking Lot)), Paragraph 6.10.3 (Landscaping Requirements), Sub-paragraph 6.10.3.4 states** “All planting medians or islands in parking lots shall be at least 10 feet X 10 feet measured from back of curb to back of curb (or pavement edge if the island is not curbed for stormwater purposes). When an island contains one or more shade trees, the island must have at least 300 square feet of unpaved space per shade tree.”

Reason for need: The site design contains the required landscape islands for parking spacing and the minimum length and width, however, some of the islands are slightly under the required 300 square foot area. The design mitigated the need to meet the public street standards and the associated required widths and the result in some areas was a slightly smaller island. The islands are adequate for the required landscaping and meet the intent and spirit of the ordinance.

2. **Section 6 (Development Standards), Subsection 6.21 (Streets), Paragraph 6.21.3 (Design Standards - Public Streets), Sub-paragraph 6.21.3.3: states** “Minimum right of way widths by public street type:

- i. Arterial Streets shall provide 100 feet of right of way
- ii. Collector Streets shall provide 70 feet of public right of way
- iii. Local Street shall provide 60 feet of public right of way
- iv. Cul de sacs shall provide 50 feet of public right of way”

Reason for need: The streets for this project are all proposed to be public streets, however due to the nature of the development and the site constraints, the right-of-ways for all of the streets are shown to be 50 feet in width. This allows for proper access to maintain the public streets, while also allowing the room needed for the Townhome Units. The streets are classified as either Local streets or a Cul de sac and do not connect to any other properties or neighborhoods.

3. **Section 6 (Development Standards), Subsection 6.21 (Streets), Paragraph 6.21.3 (Design Standards - Public Streets), Sub-paragraph 6.21.3.1: states** “New public streets in the city limits must meet the Town of Hillsborough's Standard Specifications for Street Construction and Acceptance Procedures in the Checklist and Approval Requirements for Utility Projects.” Section 2.1 of these standards are as follows:

- Right-of-Way Width: 60 feet
Reason for need: The constraints of the site for the proposed development only allow for the dedication of a 50 foot right of way.
- Roadway Width (Face of Curb to Face of Curb): 26 feet **(No waiver required)**
- Planting Strip Width (both sides of street): 6 feet

Reason for need: The site constraints for the site will not allow for the required planting strip width.

- Sidewalk Width (each side of street): 5 feet

Reason for need: Site constraints for the site will only allow for a 5-foot sidewalk on one side of the street in certain areas. Overall, there will be adequate sidewalks provided for pedestrian access.

- Curb Radius at Intersections: 5 feet recommended; 10 feet maximum (**No waiver required**)
- Maintenance/Utilities Strip (both sides of street): 6 feet

Reason for need: Site constraints for the site prohibit that standard 6-foot wide utility strip. Water and sewer utilities will be within the public right-of-way or separate easements. Other utilities will have adequate room for installation to serve the Townhome Units.

- Street Trees: Every 40 feet (**No waiver required**)
- Street Lighting: At all intersections and at least every 175 feet (**No waiver required**)

4. **Section 6 (Development Standards), Subsection 6.17 (Sidewalks and Walkways), Paragraph 6.17.3 (General Provisions), Sub-paragraph 6.17.3.2 (New Public Streets) states** “Sidewalks will be provided along both sides of all proposed and existing public streets within development.”

Reason for need (Partial Waiver Request): Due to site constraints with space limitations and topography, it is not feasible to include a sidewalk along the west side of Hartland Circle from the entrance to the location of the mail kiosk. We have provided sidewalk along the east side of the street along this section and then on both sides of the street throughout the rest of the site.

5. **UDO Section 6 (Development Standards), Subsection 6.11 (Lighting), Paragraph 6.11.3 (Lighting Requirements) states** “Lighting plans shall include a layout of proposed fixture locations (including wall mounted lights, ground mounted lights, and illuminated signs), foot candle data that demonstrate conforming intensities and uniformities; and a description of the equipment (catalog cuts), glare control devices, lamps, mounting heights and means, hours of operation, and maintenance methods proposed. Illumination intensities (lighting contours) may be shown on an independent plan or integrated with other required plans.”

Reason for need (Partial Waiver Request): We have provided a full site lighting plan for the streets and parking, however, we do not at this time have the lighting specifications for the building wall mounted fixtures, or the entrance monument sign. These specifications will be included with the construction drawings and sign application for the project and will comply with the required regulations per Section 6 of the UDO.

Traffic Analysis Maps & Correspondence

East Village at Meadowlands

Contents:

- Email response confirming findings
- Email to NCDOT (includes project narrative)
- Trip generation summary table
- Plan submitted to estimate traffic
- Average Annual Daily Traffic Map
- Turn lane calculations

From: Edwards, Charles N <cnedwards@ncdot.gov>
Sent: Tuesday, May 5, 2020 5:11 PM
To: Randy Hall; Jones, DeAngelo J
Cc: Edward Sirgany, PE; James Parker, PE, PLS; Tim Smith, PE, PLS; Tom King
Subject: RE: [External] FW: Parton Townhouses - US Hwy. 70A (20-0044)
Attachments: Turn warrant charts -Parton TH on US70A Orange Cty.pdf; US70A-Meadowlands townhomes trip gen summary.pdf; Parton TH's 4-28-2020.pdf

Randy,

Based on the information provided and the apparent conservative, worst-case approach used to evaluate turn lane warrants based upon distribution of 100% of site ingress trips to either the right or left movements, NCDOT turn lane warrants are not satisfied and would not be required by this office as a condition of the pending driveway permit for the site access as currently proposed. I do recommend that dual egress lanes consisting of an exclusive left and an exclusive right be provided on the access stem to mitigate anticipated side street delays. Also, I have concern about the location of the mail kiosk. It is very close to the development entrance and may create operational and safety issues. NCDOT CBU policy requires 100' separation from minor streets and 200' from primary routes. 200' relative to US 70A is applicable here. The local jurisdiction may have different or additional requirements relative to these issues. We look forward to your next submittal. Feel free to contact me if you have any questions. Stay well.

C. N. Edwards Jr., PE (Chuck)
District Engineer
North Carolina Department of Transportation
Division of Highways
Division 7, District 1

336 570 6833
cnedwards@ncdot.gov

115 East Crescent Square Drive
P. O. Box 766
Graham, NC 27253



From: Randy Hall <randy.hall@summitde.net>
Sent: Tuesday, May 5, 2020 4:07 PM
To: Edwards, Charles N <cnedwards@ncdot.gov>; Jones, DeAngelo J <djjones1@ncdot.gov>
Cc: Edward Sirgany, PE <ed.sirgany@summitde.net>; James Parker, PE, PLS <james.parker@summitde.net>; Tim Smith, PE, PLS <tim.smith@summitde.net>
Subject: [External] FW: Parton Townhouses - US Hwy. 70A (20-0044)
Importance: High

From: Randy Hall <randy.hall@summitde.net>
Sent: Wednesday, April 29, 2020 2:36 PM
To: Edwards, Charles N <cnedwards@ncdot.gov>
Cc: Edward Sirgany, PE <ed.sirgany@summitde.net>; James Parker, PE, PLS <james.parker@summitde.net>; Tim Smith, PE, PLS <tim.smith@summitde.net>
Subject: FW: Parton Townhouses - US Hwy. 70A (20-0044)
Importance: High

Good afternoon Chuck,
I hope this email finds you doing well and you, your family and staff are healthy and safe.

We have a new Habitat for Humanity townhouse development that is to be submitted to the Town of Hillsborough in mid-May and are hoping you will give us your take on whether any road improvements along Hwy. 70A will be required by your office. Please see the attached sketch map to get an idea of what we are planning. Also, please see Ed's email below and his two PDF's, attached.

We look forward to hearing back from you soon, to allow us to move forward with our design.
Thank you and best regards,
Randy

Randy Hall
Project Coordinator
Tel: 919-732-3883
Fax: 919-732-6676
Cell: 919-428-0978



From: Edward Sirgany, PE <ed.sirgany@summitde.net>
Sent: Wednesday, April 29, 2020 2:22 PM
To: Randy Hall <randy.hall@summitde.net>
Cc: James Parker, PE, PLS <james.parker@summitde.net>; Tim Smith, PE, PLS <tim.smith@summitde.net>
Subject: RE: Parton Townhouses - US Hwy. 70A (20-0044)

Randy,

See attached documents, I have a trip gen summary and the turn warrant charts for this site.

I checked the ITE trip gen using 80 townhomes, assuming it drops that far, but with a relatively low number like that, it will not change trips much if you end up with 81 or even 79. The maximum trips generated (entering) is in the PM peak hour, at 30 trips, which of course would be split using some distribution from either direction on US 70A. For arguments sake, I just used the full 30 coming from one direction to show potential worse case scenario. I estimated the ADT from NCDOT website with current ADT volumes, then applied peak hour factor of 11% to estimate a peak hour volume (2

way). From there, I derived a potential split of 60/40 % to come up with an opposing volume for the turn warrant charts, which worked out to be about 715 (2 way peak hour, and 430 one direction)

I plotted the points on the two widely used charts, and am coming up with plots that do not reach the areas of the graphs to determine either a storage length of a turn lane, or in the case of the driveway manual chart, barely making the minimum limit for including a taper. Again, this would be based on worse case scenario that all the entering traffic came from one direction, and was opposed by the higher main street volumes, just to be conservative in this estimate.

If you need me to provide further information, or if we need to do more detailed analysis with actual traffic counts, please advise accordingly.

Thanks.

Edward Sirgany, PE

Senior Project Engineer

Tel: 919-732-3883

Fax: 919-732-6676



Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 4/29/2020

Project: US70A Townhomes

Analysis Date: 4/29/2020

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic					
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
220	LOW-RISE 1 80 Dwelling Units		282	282	564		9	30	39		30	18	48
Unadjusted Volume			282	282	564		9	30	39		30	18	48
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			282	282	564		9	30	39		30	18	48

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

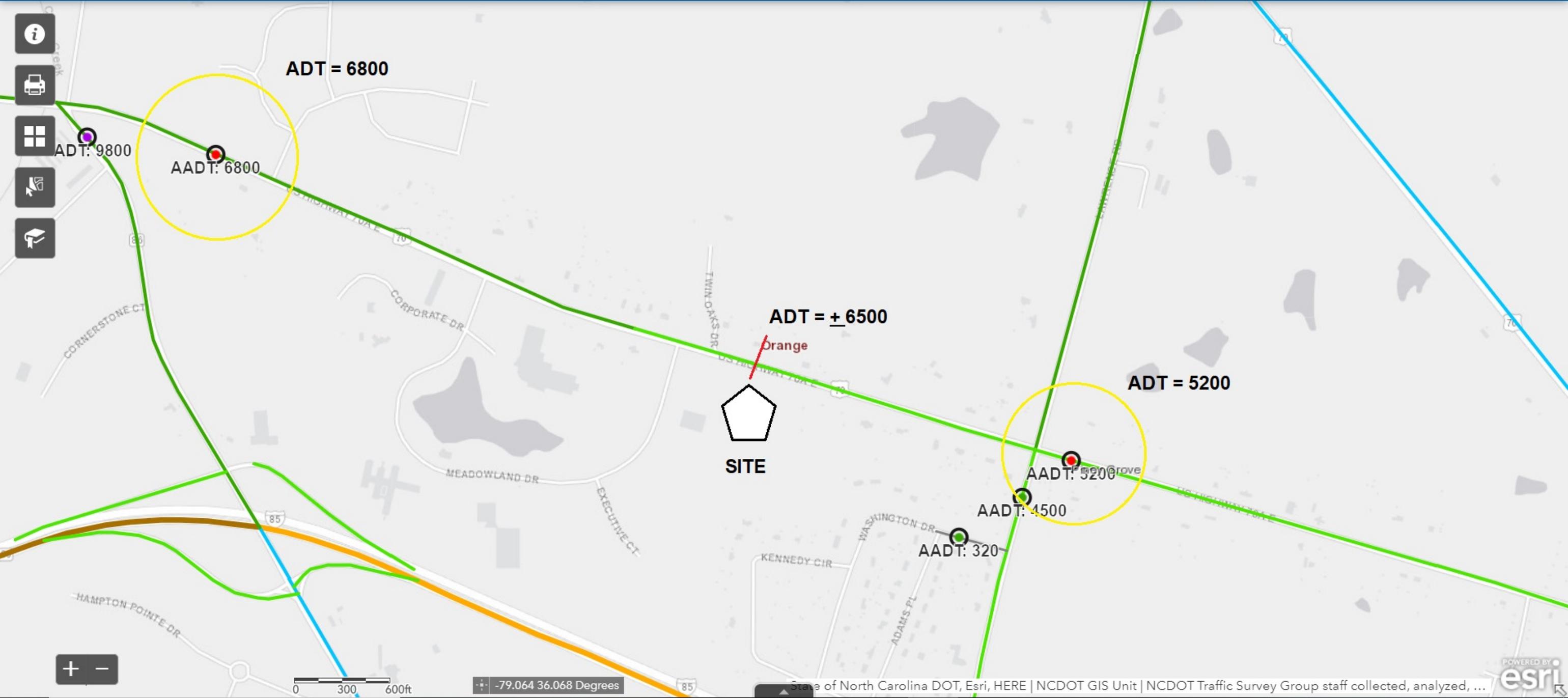
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

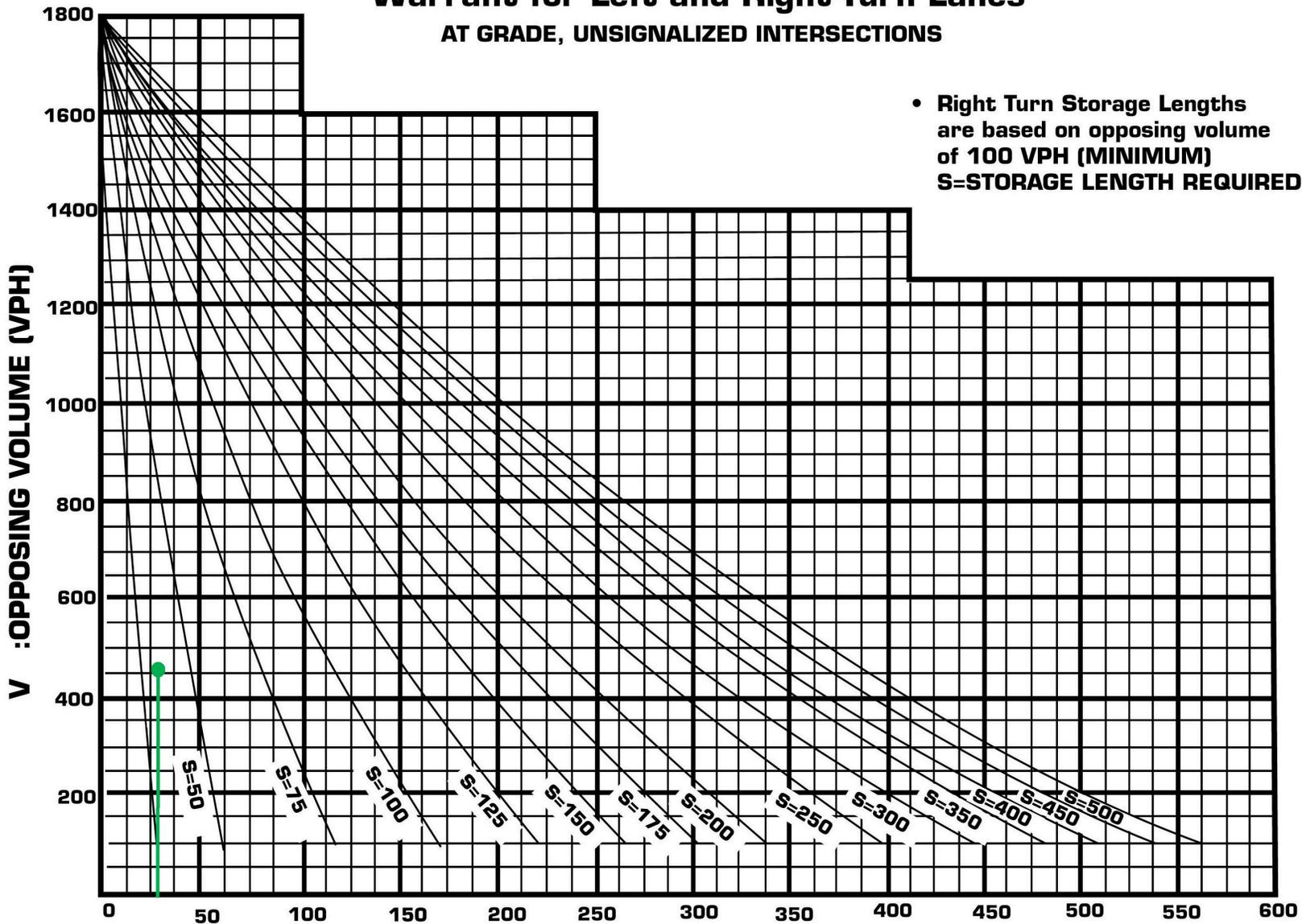
Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

NCDOT Annual Average Daily Traffic (AADT) Mapping Application



Warrant for Left and Right-Turn Lanes AT GRADE, UNSIGNALIZED INTERSECTIONS



- Right Turn Storage Lengths are based on opposing volume of 100 VPH (MINIMUM)
- S=STORAGE LENGTH REQUIRED

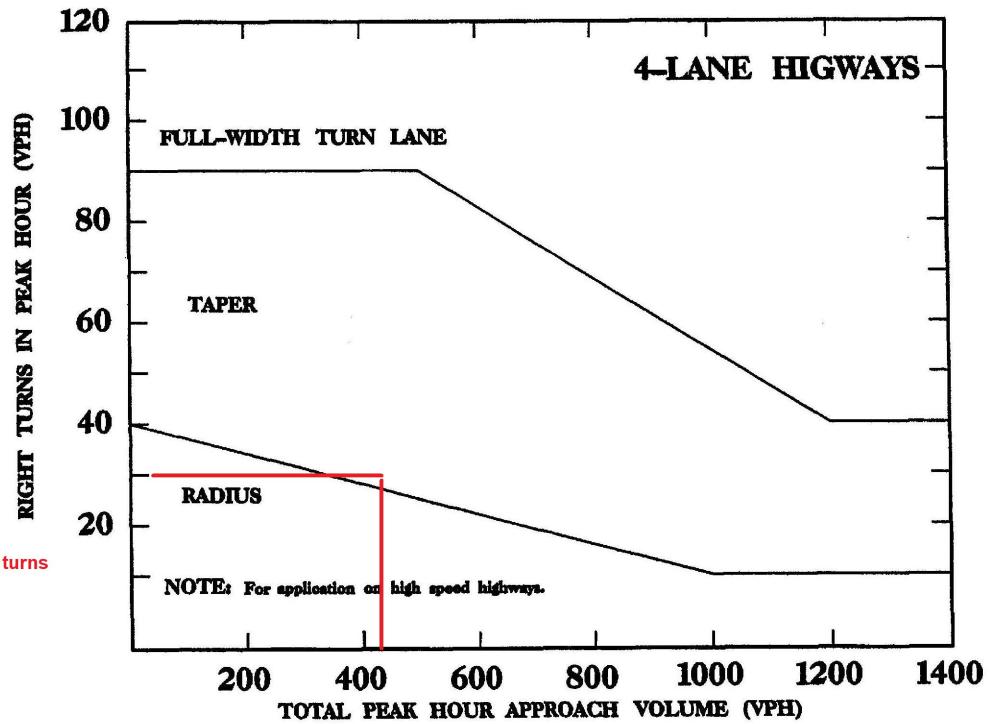
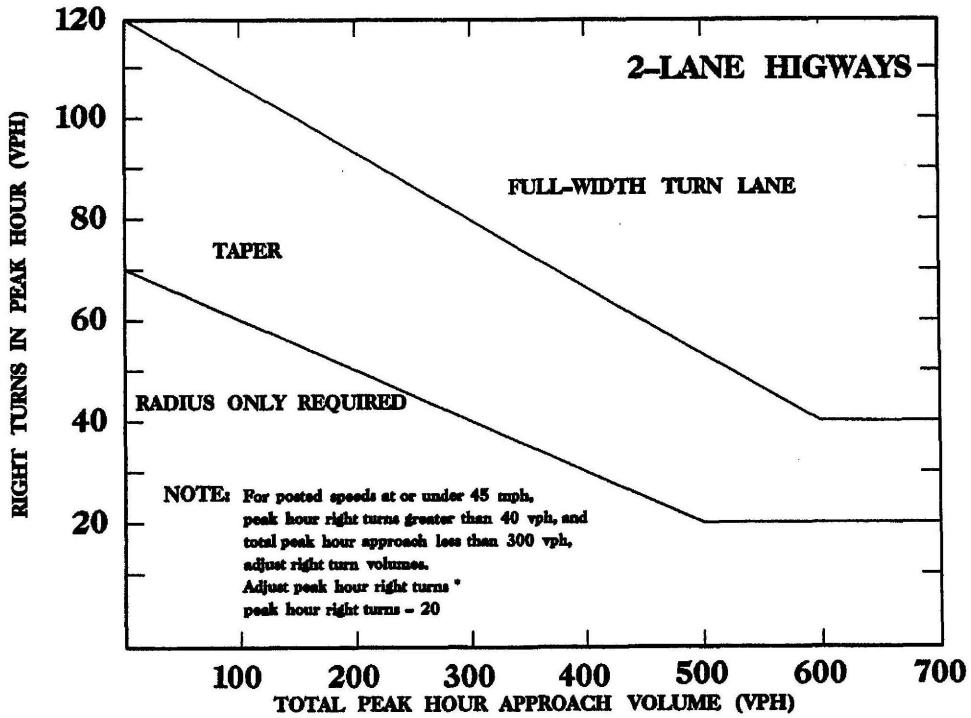
V_L: LEFT TURNING VOLUME (VPH)
V_R: RIGHT TURNING VOLUME (VPH)

Note: Where adjacent signalization may provide opportunities for gaps in the traffic stream a reduction in the above storage values can be considered on a case by case basis.

PM PEAK HR ENTERING TRIPS
PEAK HR VOLUME ESTIMATED AT 11% of ADT = 715 VPH
DIRECTIONAL SPLIT AT 60 / 40 YIELDS MAX OPPOSING VOL = 430 VPH

FIGURE 4

RIGHT TURN LANE WARRANTS



Parton Townhomes - US 70A
Orange County



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

July 13, 2020

Tim Smith
Summit Design and Engineering
230 Executive Court
Hillsborough, NC 27278

Tim.smith@summitde.net

Re: Develop Parton Townhomes, 1317 US Highway 70A, Hillsborough, Orange County, ER 20-1182
(Revised project name: East Village at Meadowlands)

Dear Tim Smith, PLS, PE:

Thank you for your email of May 17, 2020, concerning the above project.

We have conducted a review of the project and are aware of no historic resources which would be affected by the project. Therefore, we have no comment on the project as proposed.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

A handwritten signature in blue ink that reads "Renee Gledhill-Earley".

for Ramona Bartos, Deputy
State Historic Preservation Officer

From: [Melanie B](#)
To: [Margaret Hauth](#)
Cc: [Melanie Bartee](#)
Subject: Public Hearing August 20, 2020
Date: Wednesday, August 12, 2020 1:02:42 PM

I am Melanie Bartee and live at 1841 Washington Dr, Hillsborough NC. I am emailing today as I will be unable to attend the virtual meeting 8/20/2020 @ 7 pm. I have to work during that time and appreciate you allowing me to voice my concerns through email. I wish to comment on the proposed annexation and special use permit for the 10.89 acres of land east of Meadowlands Office Park. I don't know the agenda number as the agenda has not been posted and is not listed on the letter I received from the town.

I am opposed to the annexation and special use for this tract of land. It will adversely affect the creeks running through our property and turn my backyard into a storm pond cesspool. The proposed development will adversely affect the wildlife living on it including a nesting pair of Red-tailed hawks and a red-cockaded woodpecker, which I believe is on the endangered list for NC. If this project is to proceed it should be scaled down a bit to save these 2 nests. I also think it's kind of messed up when our septic failed, the city would not help us by running city sewer to our neighborhood. Many of us in this neighborhood had to have the state issue us special septic permits to install state of the art waste treatment systems. The proposed sewer line will intersect our property and our septic lines and will interfere with the system the state forced us to install and requires us to pay a usefee/ inspection fee each every 6 months. I have contacted our state inspector to see how the proposed sewer and land contour changes will affect our system as planned since there appears to be a sewer clean out on our property on top of our drain lines.

Also if this project were to proceed as planned too much green space will be destroyed and Hillsborough will lose another hill. I think the planning board needs to reconsider all this new residential construction in our county/city all together. We will soon have no hills in Hillsborough. The projects behind Food lion on the hill, the proposed industrial park at Davis rd, this is all just too much and being fast tracked at a time when folks who are affected can't properly respond. Our neighborhood is filled with older folks who don't know how to zoom, or even have internet access. We moved to Hillsborough for the rural landscape and feel, for the green space and fresh air. The city is much to quickly filling every square inch with houses and asphalt with no consideration of the environment and no consideration of existing infrastructure. Please deny the annexation and development of the East Village at Meadowlands.

Thank you for listening and I will pray this plan if not stopped, is greatly scaled down.

Melanie Bartee
1841 Washington Dr
Hillsborough NC 27278
919.643.2947

[Sent from Yahoo Mail on Android](#)

From: [Delores Bayless](#)
To: [Margaret Hauth](#)
Subject: Notice of Public Hearing
Date: Monday, August 10, 2020 2:55:16 PM

This is in regards to the Notice of Public Hearing scheduled for Thursday, August 20, 2020 at 7:00 pm. My husband, Tony Bayless and I, have just received notification regarding this public hearing. We wanted someone to know that we are not happy with this type of housing situation being proposed directly behind our house and property. By what we can see there is a substantial number of town homes being proposed with a clientele that appears will possibly bring the price of our home down in value. The number alone of the homes is disturbing but it appears that the majority of the green space we so love and cherish here would be gone. Where will our precious deer and other wildlife have to go. Now we have deer that run through our backyard and lots of trees and other greenery. The look of what is proposed takes all that away. This only makes me want to move away, not want to stay. We are strongly opposed to this. Thank you for your time in this matter.

Tony and Delores Bayless
1415 US Hwy 70AEast
Hillsborough NC
delores.bayless@gmail.
com

From: [Tapp Tammy](#)
To: [Margaret Hauth](#)
Subject: Public Hearing Thursday, August 20, 2020 7pm Comment-Written
Date: Tuesday, August 18, 2020 6:55:39 PM

Hi Ms Hauth,

I am writing with deep concerns that my husband and I have concerning the legislative(annexation and Zoning) of property owned by Henrietta C. Auman Trust-c/o Guido DeMaere, Hart P. Griffith-Zill, US 70A, LLC.

Our property, 1310 US Hwy 70A East is located just across the street.

Our concerns are:

- 1.The traffic increase is our main concern on 70A, which is already unbearable at times. The entry/exit for the new development appears to be right across the street from us, which will make it even more difficult for trying to get out of our driveway.
- 2.The water pressure has become very weak since the Forest Ridge development directly behind us, so we can only imagine what it will be like with another 76 townhomes, each being 3 to 4 bedrooms.
3. Our property taxes going up, even higher than what they already are with the city being pushed out to our location.
4. We chose our resident due to the fact that it is still in the county.
5. We feel that the population that will increase in this area, will be more than 70A can handle.
6. My husband and I actually checked into having our property subdivided and another driveway to be put in to give land to our daughter and we were told another drive could not be put in due to the limitations of how many drives could lead out to Hwy 70A, but yet it is being considered for a enter/exit with 76 townhomes. If there were 2 vehicles per town home you would be considering another 152 vehicles on daily commutes.

We thank you for all the consideration you may allow this to way in on your decision in this new proposal.

Roger and Tamara Tapp

We may be reached by this email, or phone

Roger Tapp 919-730-6593

Tamara Tapp 919-730-9310

"Sometimes you are delayed where you are because GOD knows there is a storm where you are headed. Be Grateful"

Thank you,
Tammy Tapp
fannytapp@aol.com

Inge De Becker sent the message below via the Town of Hillsborough website Planning Board staff support contact form. To respond, reply to this email or contact indebecker@gmail.com.

I am supportive of affordable housing in HB. I live less than one mile away from this East Village proposal. I am new at all this and don't always understand the language planners and builders and lawyers use...

1- Please detail accurately what is meant in this particular project by "affordable"

I can't speak for what the applicant means by affordable. That is a question they will likely be asked tonight. In general terms, "affordable housing" programs and funding from the federal level is usually targeted at households making 80% or less of the area median income. This amount is scaled to the household size. In Orange County, the AMI for 2020 is \$90,900, so 80% of AMI = \$50,900 for one person and \$72,700 for a family of four.

Habitat for Humanity generally targets their efforts on households making 30% of the area median income. They require clients to participate in the dwelling construction to earn credits. Habitat holds the mortgage (which I believe is zero interest) and has a repurchase clause. My understanding is that Habitat has very few foreclosure issues using their model. Habitat is not listed as the applicant, but the applicant appears to be in negotiations with Habitat so they will own and develop the project (before selling to clients). I expect members will ask about Habitat's commitment to this project. The town cannot place a condition on the project that it may only be developed by Habitat, but they can condition the plan to be as presented and establish some affordability thresholds.

3. Please detail clarify who is the contractor. Local? From away (get in - profit - get out!)

The applicant LLC has James Parker listed as their registered agent on the Secretary of State's website. Mr. Parker is local to Orange County and is the CEO of Summit Engineering (design team) and a number of other commercial LLCs in and around Hillsborough.

2- Solar power must be considered very seriously, both for the environment, and to make the housing less dependent on Big Power Companies.

The town discusses green building standards with all residential projects seeking special use permits.

Thank you,
Inge De Becker

Phone call comments from neighbors:

Faye Smith – 1923 Kennedy Circle

Will not be participating as she only has a phone.

She does not think the development proposal is good for the neighborhood. She specifically mentioned stormwater run-off and lighting.

She noted there are lots of other places to build these units. She said she understands that folks need a place to live, but this doesn't seem to be a good match.

She said she has lived in her home for 32 years

Charles Bartee – 1841 Washington Dr – husband of Melanie who sent email

Expressed significant concern about the remote format and opposed to using this format for this project in this neighborhood.

Expressed some interest in a public viewing location but has family commitments out of town for this hearing.

Echoed his wife's written comments about impacts to wildlife on the existing property. He confirmed the hawk nest referenced by his wife is on the applicant property.

Mickey Tapp – 1310 US 70 A

Very opposed to the remote meeting format

Alleged the applicant was pushing this through to keep his staff employed during a downturn in other activity and while people were distracted or unable to participate.

Sandra Sharpe – 1403 US 70 A

Longtime county resident who is sorry she has had to move out of Orange County.

Expressed concern for the homeowners that will buy here – are they able to afford the taxes and fees related with home ownership in Orange County?

Faith Swanson – 1903 Adams Place

Asked if the extension of utilities would lead to sewer extension to her house