

MEMORANDUM

TO: Roger L. Stancil, Town Manager

FROM: J.B. Culpepper, Planning Director
Gene Poveromo, Development Manager
Kendal Brown, Principal Planner

SUBJECT: Public Hearing: Elementary School #11 - Application for Special Use Permit Modification

DATE: September 21, 2009

INTRODUCTION

Attached for your consideration is an application for a Special Use Permit Modification, submitted by the Chapel Hill-Carrboro City Schools, to construct an elementary school on an 8-acre site located on the north side of Caldwell Street Extension, west of Church Street, in the Northside Neighborhood Conservation District and the Residential-3 (R-3) zoning district. The property is identified as Orange County Parcel Identifier Number 9788-18-1797.

The site was encumbered in 1976 by a Special Use Permit for development of a mental health clinic. Special Use Permit Modification applications for this site were approved by the Town Council in 1978 and 1979. This subsequent application, which entails a change in use and a different site plan, necessitates another modification of the Special Use Permit.

Accompanying this application is a Zoning Atlas Amendment application requesting rezoning the site to Office/Institutional-3 (OI-3). Please refer to the accompanying memorandum for a discussion of the proposed rezoning. The recommendations in the attached staff report are made with the assumption that the Office/Institutional-3 (OI-3) zoning district is applied to this property.

Tonight's public hearing has been scheduled to receive evidence in support of and in opposition to approval of the Special Use Permit Modification application.

DESCRIPTION OF THE APPLICATION

The application proposes to deconstruct and demolish four buildings, and to construct a 3-story 100,000 square-foot elementary school with 84 parking spaces to accommodate 585 students and 47 staff. Three outdoor play areas, an art patio, and a community garden are also proposed. At the southeast corner of the site, a driveway off Caldwell Street Extension would provide access to the student dropoff area at the building's main entrance and to the visitor parking lot. Further west, a second driveway off Caldwell Street Extension would lead to the school's service area and the staff parking lot. This parking area would also be served by a third driveway off McMasters Street at the northwest corner of the site. A school bus dropoff/pickup area is proposed at the McMasters Street frontage at the northeast corner of the site. Sidewalks, crosswalks, and an existing greenway would provide pedestrian access to the school. Greenway

improvements, underground stormwater detention, and payments-in-lieu for traffic signal timing adjustments and for bus shelter improvement or relocation are also proposed.

DISCUSSION

During staff and advisory board review we identified the following key issues related to this project:

1. **Road Infrastructure Changes**: Advisory Boards express concerned with respect to potential road infrastructure changes to Caldwell Street Extension and McMasters Streets, and the possible need for repair of Church Street. The staff also suggested a time extension on the warranty bond to allow for necessary repairs.

Road Infrastructure Changes to Caldwell Street Extension and McMasters Street: The staff-recommended road improvements include widening on the south side of McMasters Street for a 10-foot wide school bus drop-off lane, 30-inch curb and gutter, 8-foot sidewalk, and 3-foot utility strip. Planning Board members asked if the recommended extent of road infrastructure changes on McMasters Street would be commensurate with the anticipated traffic impacts, especially related to school bus traffic.

Comment: We can expect that the streets along the school bus routes will be affected by increased bus traffic. Upon further analysis, we recommended that Resolution A be revised to include the following changes:

- That the McMasters Street widening be designed and constructed to withstand school bus traffic;
- Construction-related and school bus traffic-related damage to McMasters Street between Carver Street and Church Street shall be repaired and an asphalt overlay installed the full width of this section of the street, including the intersections of McMasters Street with Church and Carver Streets; and
- Construction-related and school bus traffic-related damage to Caldwell Street Extension shall be repaired and an asphalt overlay installed the full width of this section of the street, including the intersection of Caldwell Street Extension and Church Street.

These recommendations have been included as provisions in Resolution A.

Possible Need for Repair of Church Street Pavement: After hearing from the applicant a description of the proposed route for school buses to reach the school, Planning Board members wondered if Church Street would be able to withstand school bus traffic.

Comment: Church Street was last resurfaced in 2000. The Town hired the Institute of Transportation Research and Education (ITRE) to rate the pavement conditions on a number of Town streets, including Church Street. In May, 2009, Church Street was given a rating of 95 out of 100. Under current traffic conditions, resurfacing is not anticipated to be necessary again until year 2015. However, if traffic volume and loads increase due to the school's opening and/or

other factors, pavement damage could occur sooner. The Town believes the initial stages of pavement damage if any would likely be discernable by the second year after the school opens. We have included in Resolution A a stipulation calling for the Town Manager to monitor the pavement condition of Church Street annually and take appropriate action to repair the pavement design as needed.

Time Extension on Warranty Bond: The typical time frame for performance and warranty bonds for road infrastructure changes in the public right-of-way is one year. In light of the concerns described above, we recommend that this period be extended to two years. We have included in Resolution A the following provision:

- That the performance and warranty bonds for road infrastructure changes within the public right-of-way include an extended warranty period of two years so that the traffic impact and possible damage on nearby streets can be determined for a period after the school has opened. The bonds shall cover the potential repair and/or reconstruction of:
 - Caldwell Street Extension between the westernmost property line and Church Street;
 - McMasters Street between Carver Street and Church Street; and
 - Church Street between McMasters Street and Caldwell Street Extension.

2. **Bicycle Parking Spaces:** The Planning Board indicated it would like to see the number of bicycle spaces raised from the 80 proposed by the applicant to a minimum of 120 spaces.

Comment: The Land Use Management Ordinance does not have a minimum bicycle parking standard for development in the Office/Institutional-3 (OI-3) zoning district. The applicant is proposing 80 bicycle parking spaces in three different rack locations on three sides of the northernmost half of the building. Thirty bicycle parking spaces are proposed near the eastern building entrance; 20 near the northwestern building entrance; and 30 spaces at the northern building entrance, for a total of 80 bicycle spaces.

The applicant believes that 80 spaces will likely be sufficient. Nevertheless, the applicant proposes to revise the plans to accommodate 40 additional spaces, and agreed to provide the additional racks subsequent to the school opening, if it becomes clear that more bicycle racks are needed.

The Bicycle and Pedestrian Advisory Board reviewed this Special Use Permit Modification application during its June 23, 2009 and August 25, 2009 meetings. The Board agreed with the concept of adding bicycle parking spaces if/as they are needed.

We recommend that infrastructure for 80 bicycle spaces be constructed prior to the school's opening and that the site plan include adequate area to accommodate a maximum of 120 bicycle spaces. A stipulation in Resolution A already calls for an annual Transportation Management Plan (TMP) Report to be submitted to the Town Manager. We have included in Revised Resolution A a provision that each annual TMP report include an assessment of bicycle parking needs to determine whether the 80 bicycle spaces are sufficient or whether additional racks are needed, as well as a provision calling for space for an additional 40 bicycle parking spaces, should they be needed in the future.

3. **Pedestrian Access Changes:**

Sidewalk and Greenway: The Parks and Recreation Commission made the following recommendations regarding pedestrian access:

- Extend Caldwell Street sidewalk westward to Mitchell Lane; and
- Extend the greenway trail from Caldwell Street Extension southward to Cotton Street.

Comment: The applicant has agreed to the sidewalk and greenway extensions. We have incorporated the sidewalk and greenway extension recommendations in Resolution A.

Crosswalk on Caldwell Street Extension: The Parks and Recreation Commission also recommended providing crosswalk(s) on Caldwell Street Extension.

Comment: The applicant has agreed to work with the town to provide crosswalk(s) on Caldwell Street Extension. Resolution A already includes a stipulation calling for installation of crosswalks on Caldwell Street (including in the vicinity of the greenway trail), McMasters Street, and at all vehicular entrances to the site. This stipulation also calls for coordination between the school district and the Town Manager, following the NC Department of Public Instruction guidelines, to determine the best locations. We have not made any changes to this stipulation.

Handicap Access from Caldwell Street Extension: The Parks and Recreation Commission also recommended providing handicap access from Caldwell Street Extension frontage near the main driveway.

Comment: The applicant noted that there are significant topographical challenges in this area (a 7-9 foot grade change on a steep slope), and could not confirm this would be feasible. We included a provision for handicap access here if, given the topography, this would be reasonable.

Designated Parking Spaces: In addition, the Community Design Commission recommended dedicating 4 parking spaces for drivers of pre-kindergarten students.

Comment: The applicant has agreed to designate 4 parking spaces for drivers of pre-kindergarten students. We have incorporated this feature as a stipulation in Resolution A.

4. **Outdoor Recreation:** An art patio, three play areas and a community garden are proposed adjacent to the building. The Parks and Recreation Commission met on June 17 to review the application and recommended adoption of Resolution A with the following stipulations relative to outdoor recreation opportunities:

- The grass play area be enhanced by the addition of a backstop or some other formal play feature;
- The pre-kindergarten play area have a mix of surfaces including some poured-in-place play surface; and
- That play areas include protective fencing.

A copy of the Summary of Parks and Recreation Commission Action from the June 17 meeting is attached.

Comment: The applicant is agreeable to maximizing the outdoor recreation opportunities and to considering poured-in-place surface for part of the play area if the budget allows. The applicant has also agreed to provide a basketball court and protective fencing around the play areas. The applicant stated that the school's recreation facilities would be available for use by neighborhood children in off-hours/weekends.

Regarding the backstop, the applicant states:

“A potential backstop for the upper play field was reviewed with two elementary school principals. Their current schools do not have backstops and would not have value to the school program. More importantly, since the area of the field is limited, there is no direction to face it that would not potentially lead to citizens hitting softballs or baseballs at buildings either across the street or into the school site.”

In this situation we think that the final design and construction of school recreational facilities should be determined by the school district. Therefore we do not recommend requiring a backstop and have not included this feature in Resolution A.

5. **Off-Site Parking Management:** The Planning Board asked staff to consider including a stipulation requiring the Town to assess and address parking problems on nearby neighborhood streets after the school is occupied.

Comment: We agree there is potential for school-related parking to occur on neighborhood streets. Factors as yet unknown include the locations, degree of regularity, and negative impacts of additional on-street parking. As a matter of course, the Town investigates complaints and conducts periodic parking problem assessments. Independent of land development applications, neighborhood parking problems on Town streets can be addressed via parking prohibitions (establishment of “no parking” zones) or restrictions (e.g. issuance of resident-only parking permits), which can be proposed to and approved by the Town Council. New parking restrictions can then be supported by consistent parking enforcement.

We recommend that the Council adopt a separate Resolution B (see attached) directing the Town Manager to conduct an on-street parking assessment along nearby streets at 3 months, 6 months, and 9 months after the school's opening.

PROPOSED MODIFICATIONS OF THE REGULATIONS

The applicant is requesting the Council modify the regulations pertaining to the building setback along part of the McMasters Street frontage and pertaining to the height limit for the northwest corner of the building. These requests are discussed below.

Proposed Modification to Height Limit

Building Height Limit: The attached drawings provided by the applicant show that the northwest corner of the proposed building (about 1% of the building footprint) would exceed the primary height limit by about 10 feet. For comparison purposes, the applicant has provided illustrations showing the building envelopes under current regulations and under the proposed request for modification to the height regulations.

Comment: Staff considered the alternatives to exceeding the height limits. There appear to be two options: 1) scale down the school size, which would accommodate fewer students, or 2) reduce the building height, which would enlarge the building footprint. We believe the school district has demonstrated the need for a school of the proposed student population. Enlarging the footprint could result in a combination of the following: less vegetated and play area, encroachment into the Resource Conservation District, reduction in energy efficiency, reduction in parking, and vehicle stacking room during student drop-off/pickup. In weighing the height as a visual intrusion on one hand against environmental consequences and the likelihood of traffic overflowing into neighborhood streets on the other, we believe the additional height is preferable. We recommend approval of the applicant's request to modify the regulations to exceed the building envelope with respect to height.

The Council has the ability to modify the regulations, according to Section 4.5.6 of the Land Use Management Ordinance. The Council could modify the regulations if it makes a finding in this particular case that public purposes are satisfied to an equivalent or greater degree.

Proposed Modification to Setbacks

Building Setback along McMasters Street: A canopy over a segment of sidewalk is proposed within about 12 feet of the 24-foot building setback from McMasters Street. This canopy would provide a weather shelter for students awaiting the school bus. We recommend approval of the applicant's request to modify the regulations to encroach 12 feet into the 24-foot setback with this canopy.

Modification of Regulations by the Council

The Council has the ability to modify the regulations, according to Section 4.5.6 of the Land Use Management Ordinance. The Council could modify the regulations if it makes a finding in the particular case that public purposes are satisfied to an equivalent or greater degree. We believe that with respect to the applicant's request to modify the *building height limit*, the Council could make a finding that public purposes are satisfied to an equivalent or greater degree because 1) the multi-story design allows for improved energy efficiency; and 2) the greater height results in a more compressed building footprint, allowing more outdoor vegetated and play area.

We believe that with respect to the applicant's request to encroach in the *building setback* with a canopy over a 12-foot segment of sidewalk, the Council could make a finding that public purposes are satisfied to an equivalent or greater degree because 1) the encroachment is relatively small in scale; and 2) the canopy would provide rain shelter for schoolchildren.

The Council may deny the proposed modification to regulations at its discretion. If the Council chooses to deny a request for modification to regulations, the applicant's alternatives are to comply with regulations or request a variance from regulations.

PROCESS

The Land Use Management Ordinance requires the Town Manager to conduct an evaluation of this Special Use Permit Modification application, to present a report to the Planning Board, and to present a report and recommendation to the Town Council. We have reviewed the application and evaluated it against Town standards; we have presented a report to the Planning Board; and tonight we submit our report and preliminary recommendation to the Council.

EVALUATION OF THE APPLICATION

We have evaluated the application regarding its compliance with the standards and regulations of the Town's Land Use Management Ordinance. Based on our evaluation, our preliminary assessment is that the application, as submitted with the conditions included in Resolution A, complies with the regulations and standards of the Land Use Management Ordinance and Design Manual, except as to those matters for which one requests a modification if the property is rezoned to the Office/Institutional-3 (OI-3) district.

Tonight the Council receives our attached evaluation and information submitted by the applicant. The applicant's materials are included as attachments to this memorandum. All information that is submitted at the hearing will be included in the record of the hearing. Based on the evidence that is submitted, the Council will consider whether or not it can make each of four required findings for the approval of a Special Use Permit Modification. The four findings are:

Special Use Permit – Required Findings of Fact

Finding #1: That the use or development is located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare;

Finding #2: That the use or development would comply with all required regulations and standards of the Land Use Management Ordinance;

Finding #3: 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

Finding #4: That the use or development conforms to the general plans for the physical development of the Town as embodied in the Land Use Management Ordinance and in the Comprehensive Plan.

Following the public hearing, we will prepare an evaluation of the evidence submitted in support of and in opposition to this application.

SUMMARY

We have attached Resolution A and Resolution C to approve and deny the application respectively. Resolution A, to approve the application, includes standard conditions of approval as well as special conditions, incorporating input from all town departments involved in the review of this application. We recommend that the Council consider these conditions in the context of making the four findings necessary to approve the application.

We also recommend the Council consider whether the two proposed modifications of the regulations would satisfy public purposes to an equivalent or greater degree.

In addition, based on recommendations from the Planning Board, we have attached Resolution B which directs the Town Manager to monitor and report on construction and school bus related damage to pavement on Church Street and McMasters Street after the school opens; and to monitor and address on-street parking problems on nearby streets after the school opens.

RECOMMENDATIONS

Planning Board: The Planning Board met on August 4, 2009 and voted 6-0 to recommend that the Council approve the Special Use Permit Modification application with Resolution A, attached to the Advisory Board memorandum, with the following changes:

1. Number of Bicycle Parking Spaces: That the bicycle parking be increased by 40 spaces.
2. Repairs to Caldwell, Church and McMasters Streets: That any school bus and construction related pavement damage be repaired by the school.
3. Widening on McMasters Street to Withstand Bus Traffic: That the road infrastructure changes along McMasters Street be designed and constructed to withstand the school bus traffic.

In Resolution B, also attached, the Planning Board recommended the following:

4. Monitoring of Pavement Damage on Church Street: That the Town Manager be directed to annually monitor pavement damage on this street due to school bus traffic.
5. Monitoring Off-site On-street Parking Problems on Nearby Streets: That the Town Manager be directed to conduct an on-street parking assessment along nearby streets at 3 months, 6 months, and 9 months after the school's opening.

Staff Comment: We have revised Resolution A to:

- require the property owner to provide space for 40 additional spaces and submit an annual bike parking report to help match bike rack installation to bike parking needs;
- include a provision for repairs of pavement damage related to school construction and school bus traffic; and

- include a provision for improving McMasters Street to withstand school bus traffic.

We have provided Resolution B to:

- include a provision for directing the Town Manager to provide a report on Church Street pavement status annually after the school's opening; and
- include a provision for assessing parking problems and recommend steps to address any concerns or problems at 3 months, 6 months, and 9 months after the school's opening.

For more detail on these issues, please refer to the previous Discussion section of this memorandum.

A Summary of Planning Board Action is attached to this memorandum.

Transportation Board: The Transportation Board met on July 23, 2009 and voted 7-0 to recommend that the Council approve the Special Use Permit Modification application with Resolution A, attached to the Advisory Board memorandum, with the following change:

1. Number of Bicycle Parking Spaces: That bicycle parking be increased by 40 spaces.

Staff Comment: We believe that providing space for 40 additional spaces and submitting an annual bike parking report will help match bike rack installation to bike parking needs. We have revised Resolution A to reflect this recommendation. For more detail on this issue, please refer to the previous Discussion section of this memorandum.

A copy of the Summary of Transportation Board Action is attached to this memorandum.

Community Design Commission: The Community Design Commission met on June 17, 2009 and voted 9-1 to recommend that the Council approve the Special Use Permit Modification with Resolution A, attached to the Advisory Board memorandum, with the following changes:

1. Designated parking for Parents of Pre-K Students: That four parking spaces be dedicated for use by parents of pre-K students only.

Staff Comment: We believe that this feature would improve pedestrian safety for the youngest students and their caregivers. We have included this provision in Resolution A. For more detail on this issue, please refer to the previous Discussion section of this memorandum.

A copy of the Summary of the Community Design Commission Action is attached to this memorandum.

Bicycle and Pedestrian Advisory Board: The Bicycle and Pedestrian Advisory Board met on August 25, 2009 and voted 8-0 to recommend that the Council approve the Special Use Permit Modification with Resolution A, attached to the Advisory Board memorandum, with the following changes:

1. Expansion of Traffic Calming Measures: That speed tables, crosswalks, and pedestrian signage should be considered for the streets in the neighborhood west of the school site.

Staff Comment: We agree that traffic calming should be studied in the vicinity of the school. We have included a stipulation in Resolution A that prior to issuance of a Certificate of Occupancy; the owner shall install traffic calming devices on the public streets around the proposed school. The location/types of traffic calming devices and the list of streets shall be in accordance with the Northside Pedestrian Mobility Plan or as approved by the Town Manager.

2. Assessment of Bicycle Parking: That additional bicycle parking should be considered with each annual review of the Transportation Management Plan submitted to the Town Manager.

Staff Comment: We believe the language in the stipulations in Resolution A address this concern.

3. School Walk Zone: That a school walk zone should be established for the proposed site.

Staff Comment: The state allows for walk zones to be a maximum of 1.5 miles. However, there are many variables that affect the decision to allow walk zones to be that length. The school district will not be able to determine the actual walk zone until the school board approves a redistricting plan, likely one year prior to the school's opening, a date yet unknown. Resolution A does not include a stipulation that requires the establishment of a school walk zone.

The Board further commented that the greenway trail should be connected to Tanyard Branch Trail to the north as soon as possible.

Staff Comment: Town staff estimates a construction delay of at least four years (2.5 years for OWASA construction of sewer infrastructure; 1.5 years for greenway construction), likely longer absent the funding for the greenway segment. Resolution A does not include a stipulation requiring that the greenway trail be connected to Tanyard Branch Trail.

A copy of the Summary of the Bicycle and Pedestrian Advisory Board Action is attached to this memorandum.

Parks and Recreation Commission: The Parks and Recreation Commission met on June 17, 2009 and voted 8-0 to recommend that the Council approve the Special Use Permit Modification with Resolution A, attached to the Advisory Board memorandum, with the following changes:

1. Handicap Access from Caldwell Street Extension: The Commission recommended provision of handicap access along this street frontage, near the proposed stairs from the Caldwell Street Extension sidewalk to the school site.

Staff Comment: The applicant noted there were significant topographical challenges in this area (a 7-9 foot grade change on a steep slope), and could not confirm this would be feasible. Resolution A does not include this recommendation.

2. Backstop, Other Formal Play Feature: Commission members recommended a backstop or other formal play feature in the grassed play area near the McMasters Street frontage.

Staff Comment: The applicant responded that a backstop would not be well sited here, due to proximity of nearby houses. We agree that a backstop would not suit the scale of outdoor play area. We suggest that the type of recreation equipment for this relatively small outdoor area be selected by the school system recreation staff. For more detail on this issue, please refer to the previous Discussion section of this memorandum.

3. Basketball Court: The Commission recommended provision of a basketball court(s).

Staff Comment: The applicant agreed to provide a basketball court. We have included this provision in the attached Resolution A. For more detail on this issue, please refer to the previous Discussion section of this memorandum.

4. Mix of Surfaces in Play Area: Commission members recommended a mix of play surfaces in the pre-K outdoor play area, including poured-in-place surface.

Staff Comment: The applicant responded that the surfaces would depend on available funds, but agreed that poured-in-place surface and other surfaces would be included if the budget allows. We recommend that the surfaces be determined at final plans stage. Resolution A does not require specific surface types. For more detail on this issue, please refer to the previous Discussion section of this memorandum.

5. Protective Fencing: The Commission recommended that protective fencing be provided and identified around the outdoor play areas.

Staff Comment: The applicant had planned for protective fencing, and has recently shown where the fencing would be placed. In Resolution A, we have included a provision for fencing the play areas. For more detail on this issue, please refer to the previous Discussion section of this memorandum.

6. Traffic Calming: The Commission recommended that traffic calming measures be considered on adjacent streets.

Staff Comment: A stipulation calling for a needs assessment for speed tables, pedestrian crossings, and pedestrian signage is already included in Resolution A.

7. Speed Limit on Caldwell Street: The Commission recommended consideration of lowering the speed limit on Caldwell Street Extension.

Staff Comment: We note that the speed limit on Caldwell Street Extension is 25 miles per hour. This is the minimum speed that Town standard allows on neighborhood streets. However, if the Council deems a lower speed would be in order at this location, the Town Manager can prepare an ordinance for the Council's consideration.

A copy of the Summary of the Parks and Recreation Commission Action is attached to this memorandum.

Greenways Commission: The Greenways Commission met on July 22, 2009 and voted 5-0 to recommend that the Council approve the Special Use Permit Modification with Resolution A, attached to the Advisory Board memorandum, with the following changes:

1. Extension of Greenway Trail: That the greenway trail be extended from Caldwell Street Extension to Cotton Street in the location shown in the Northside Mobility Report.

Staff Comment: The applicant has agreed to this pedestrian improvement and we have included this provision in Resolution A.

2. Extension of Sidewalk: That the sidewalk proposed for the north side of Caldwell Street be extended westward to the intersection with Mitchell Lane.

Staff Comment: The applicant has agreed to this pedestrian improvement and we have included this provision in Resolution A.

3. Crosswalks on Caldwell Street Extension: That crosswalks be provided on Caldwell Street at the point where the greenway trail is abuts Caldwell Street Extension, and at Mitchell Lane.

Staff Comment: The applicant responded that the school district will be working with the town to determine the appropriate locations of the crosswalks. We believe the best locations can be determined at final plans stage.

A copy of the Summary of the Greenways Commission Quick Report is attached to this memorandum.

Active Living By Design Committee: The Active Living by Design Committee reviewed this proposal on September 12, 2009. A copy of their recommendation will be provided once it is available.

Preliminary Staff Recommendation: Following tonight's public hearing, we will prepare an evaluation of the evidence submitted in support of and in opposition to this application. Our preliminary recommendation is that the Council open the public hearing and receive evidence in support of and in opposition to the Elementary School Special Use Permit Modification application. We will return to the Council with a recommendation for action after the Council has received public comment this evening and reconvened the hearing.

Resolution A would approve the application and can be adopted, if the Council approves the associated rezoning request and pending amendment to the zoning atlas.

Resolution B would direct the Town Manager to monitor pavement damage on this street due to school bus traffic; and to provide a report at 3 months, 6 months, and 9 months after the school's opening on any parking concerns, if any and recommended steps to address them.

Resolution C would deny the application.

ATTACHMENTS

1. Staff Report, including Project Fact Sheet requirements (p. 15).
2. Resolution A, approving the application (p. 37).
3. Resolution B, directing the Town Manager to monitor pavement damage and on-street parking on nearby streets (p. 51).
4. Resolution C, denying the application (p. 52).
5. Advisory Board Summaries of Action (p. 53).
6. Concept Plan Review Summaries of Council and Community Design Commission comments and applicant's response (p. 62).
7. Traffic Impact Analysis Summary (p. 69).
8. Applicant's materials (p. 80).
 - i. Statement of Justification for Special Use Permit (p. 80).
 - ii. Project Fact Sheet (p. 89).
 - iii. Reduced Plans (p. 93).
9. Color Exhibits (p. 116).
 - i. Area Map (p. 116).
 - ii. Northside Mobility Report excerpt (p. 117).

Elementary School #11 Special Use Permit Modification
DIFFERENCES AMONG RECOMMENDATIONS

ISSUES Resolution A	Staff's Preliminary	Planning Board	Transportation Board	Comm Design Comm	Greenways Comm	Parks & Rec Comm	Bicycle & Pedestrian Adv Board
<u>ROAD IMPROVEMENTS</u> Caldwell St. & widening on McMasters St. to withstand bus traffic	Yes	Yes	*	*	*	*	*
Repairs to Caldwell, Church or McMasters Street if pavement damaged by construction or school buses	Yes, monitor annually	Yes, monitor every 6 months	*	*	*	*	*
Extend bond for r.o.w improvements to 2 years	Yes	Yes	*	*	*	*	*
<u>BIKE/PED IMPROVEMENT</u> # of bike parking spaces	80-120	80-120	120	*	*	*	Yes
Annual report on bike parking usage	Yes	Yes	*	*	*	*	Yes
Extend Caldwell Street sidewalk to Mitchell Lane	Yes	*	*	*	Yes	*	*
Extend greenway trail from Caldwell St. to Cotton St.	Yes	*	*	*	Yes	*	Yes, & others to connect to Tanyard
Handicap access at Caldwell Street Ext. frontage	Only if feasible	*	*	*	*	Yes	*
Crosswalks on Caldwell St.	Locations to be determined	*	*	*	Specific locations	*	Yes, and on streets to west as well
Provide school walk zone	Yes, at final plans	*	*	*	*	*	Yes
4 parking spaces dedicated to parents of pre-K students	Yes	*	*	Yes	*	*	*
<u>RECREATION</u> Add backstop, other formal play feature to grass area	No	No	*	*	*	Yes	*
Provide basketball court	Yes	Yes	*	*	*	Yes	*
Mix of surfaces in pre-K play area if budget allows	Yes	Yes	*	*	*	Yes	*
Protective fencing around play areas	Yes	Yes	*	*	*	Yes	*
ISSUES Resolution. B							
Town Manager to monitor condition of pavement of Church Street	Yes	Yes	*	*	*	*	*
Town Manager to monitor and address on-street parking problems, if any	Yes	Yes	*	*	*	*	*

*Not discussed

Matrix Prepared August, 2009