

38

MEMORANDM

To: Mayor and Town Council

From: W. Calvin Horton, Town Manager

Subject: Supplemental Information Agenda Item #1
March 15, 2004 Town Council Meeting

Date: March 12, 2004

Attached is a copy of the Summary of Planning Board Action for the March 15, 2004
Public Hearing: Agenda Item 1- Town Operations Center Special Use Permit

Please insert this item into your Agenda Packet.

SUMMARY OF PLANNING BOARD ACTION

Subject: Town Operations Center - Application for Special Use Permit

Meeting Date: March 2, 2004

Recommendation: That the Council approves the Special Use Permit for the Town Operations Center with adoption of Resolution A, as recommended in the Staff Report dated March 2, 2004, subject to the following changes.

Insert the following stipulations:

1. Operations fleet vehicle management on Millhouse Road: That the applicant shall implement a policy that prohibits Town vehicles from traveling on that portion of Millhouse Road north of the proposed entrance into the Public Works portion of the site. The policy shall be reviewed and approved by the Town Manager prior to the issuance of a Zoning Compliance Permit.
2. Perimeter fence adjacent to neighboring residential property: That the applicant shall install a perimeter solid fence made of wood or recycled materials of a wood like appearance, along the three common property lines adjacent to the 10.3 acre residential property in the southern half of the site. The fence shall not be installed in those areas where the property crosses the Resource Conservation District. In those areas where the installation of a fence could negatively impact existing trees, the fence shall not be installed and instead may be located within the applicant's landscape buffer area.
3. Noise and Light: That the final plan application shall include a signed and sealed letter certifying that any increase in measurable noise will not exceed noise levels allowed by the Town Noise Ordinance. That the final plan application complies with the lighting standards in the Land Use Management Ordinance including a sealed lighting plan, that indicates and calculated post-development foot-candles at grade on property where lighting impacts are expected.
4. Aeration of the stormwater ponds: That the applicant shall install aeration devices in the proposed stormwater management ponds. Prior to the issuance of a Zoning Compliance Permit, the type of aeration device shall be reviewed and approved by the Town Manager.
5. Lighting of internal sidewalks: That the proposed boardwalk between the employee parking area and administration building on the Transportation portion of the site, shall comply with Article 5.11 (Lighting Standards) of the Land Use Management Ordinance. The lighting plan details must specify how the plan intends to provide adequate lighting to ensure the safety of pedestrians and security of property.

Vote: 7-0

Aye: Timothy Dempsey (Chair), Coleman Day (Vice-Chair), Thatcher Freund, Nancy Gabriel, Suzanne Haff, Nancy Milio, Ruby Sinreich

Nay: None

Issues:

- 1. A Board member stated that the Rural Buffer is an area that should be protected and the applicant should consider leaving that portion of their property undeveloped. Although the proposed use for this area (storage yard) is permitted, locating the impoundment lot and storage area in the buffer is objectionable.
- 2. Recognizing that the applicant is required to submit traffic and pedestrian management plan, another Board member encouraged the Town to improve the enforcement of pedestrian management and safety plans.

Prepared byr

Tim Dempsey, Chair
Gene Poveromo, Staff GP for TD

MEMORANDUM

TO: Mayor and Town Council
FROM: W. Calvin Horton, Town Manager
SUBJECT: Public Hearing: Town Operations Center - Application for Special Use Permit
DATE: March 15, 2004

INTRODUCTION

Attached for your consideration is an application for a Special Use Permit in the Joint Planning Transition Area for a public service and public use facility on a 53.78 acre site between Interstate 40 and Millhouse Road, approximately 2,000 feet north of Eubanks Road. The applicant, the Town of Chapel Hill, is proposing to construct six buildings, associated outbuildings and structures, including: approximately 168,600 square feet of building area; 287 employee/visitor parking spaces; 125 bus storage spaces; and storage areas for Town-owned vehicles and equipment. The entire proposed facility will contain approximately 20 acres of impervious surface area. The site is located in the Mixed-Use Residential-1 (MU-R-1) zoning district, in the Resource Conservation District and is identified as Orange County Tax Maps 7.18.4, 7.19..23, 7.19..23G, and 7.19..23H

The proposed development includes building heights that exceed the maximum secondary height limits and parking space numbers that are below the minimum parking space requirements. The applicant is requesting modifications of regulations as a part of this application. On September 8, 2003, the Town Council granted expedited processing for review of this Special Use Permit application.

Tonight's Public Hearing has been scheduled to receive evidence in support of and in opposition to approval of the application, and further to receive evidence which the Council may consider as the Council determines any appropriate conditions to impose upon the proposed development.

This package of materials has been prepared for the Town Council's consideration, and is organized as follows:
- Cover Memorandum: Introduces application, describes process for review, summarizes staff and advisory board comments, and offers recommendations for Council action.
- Staff Report: Offers a detailed description of the site and proposed development, and presents an evaluation of the application regarding its compliance with the standards and regulations of the Land Use Management Ordinance.
- Attachments: Includes a checklist of requirements for this development, resolutions of approval and denial, advisory board comments, citizen letters and the applicant's materials.



PROCESS

The Land Use Management Ordinance requires the Town Manager to conduct an evaluation of this Special Use Permit, 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.

The standard for review and approval of a Special Use Permit application involves consideration of four findings (description of the findings follows below). Evidence will be presented tonight. If, after consideration of the evidence, the Council decides that it can make each of the four findings, the Land Use Management Ordinance directs that the Special Use Permit shall then be approved. If the Council decides that the evidence does not support making one or more of the findings, then the application cannot be approved and, accordingly, should be denied by the Council.

DESCRIPTION OF THE APPLICATION

This proposed Special Use Permit application is for a public service and public use facility on the 53.78-acre site. The applicant is proposing to construct six buildings, associated outbuildings and structures, including approximately 168,600 square feet of building area, parking spaces (including bus parking spaces) and storage areas for Town owned vehicles and equipment. The applicant currently operates the Town of Chapel Hill Public Works and Chapel Hill Transportation Departments on leased ground owned by the University of North Carolina. The proposed development plan includes two distinct areas, one being developed on the northern portion of the site to accommodate the Public Works Department, and a second area on the southern portion of the site for the Transportation Department.

This project is divided into two development phases. The initial phase of this proposal is scheduled for completion in 2006. The follow-up long term construction phase (2010-2035) includes additional floor area and parking spaces. A brief description of the improvements proposed with the initial phase (2006) and future phase (2010-2035) is outlined below:

Initial Development Phase (2006)

Public Works Complex: Proposed improvements associated with the Public Works portion of the site include (square footage and parking figures approximate):

- a) 82,000 square feet of floor area and work space.
- b) 150 employees/visitor parking spaces.
- c) Storage areas for Town vehicles and equipment.
- d) Refuse/recycling areas, bus stops and bicycle parking.

Transportation Complex: Proposed improvements associated with the Transportation portion of the site include (square footage and parking figures approximate):

- a) 54,800 square feet of floor area and work space.
- b) 135 employee/visitor parking spaces.

- c) 101 bus parking spaces.
- d) Storage area for Town vehicles and equipment.
- e) Refuse/recycling area and bicycle parking.

Other proposed on-site improvements include stormwater management facilities, utilities, and walking paths. Proposed off-site improvements include roadway improvements to Eubanks Road and Millhouse Road and the extension of water, sewer and natural gas to the proposed development site.

Future Development Phase (2010-2035)

- a) Public Works Compound: Approximately 19,433 square feet of additional floor area and work space, and 40 employee/visitor parking spaces.
- b) Transportation Compound: Approximately 2,400 square feet of additional floor area and work space, 28 employee/visitor parking spaces and 24 bus spaces.
- c) A 10,000 square foot building with 30 employee/visitor parking spaces.

BACKGROUND

On September 8, 2003, the Town Council granted expedited processing for review of this Special Use Permit application. A Concept Plan review of this application was conducted by the Community Design Commission on October 22, 2003, and by the Council on November 17, 2003.

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 recommendation is that the application as submitted, complies with the regulations and standards of the Land Use Management Ordinance and Design Manual with the conditions and modifications of regulation in Resolution A. We believe the proposal conforms with the Comprehensive Plan.

Tonight the Council receives our attached evaluation, and also receives information submitted by the applicant and citizens. The applicant's materials are included as attachments to this memorandum. All information that is submitted at the hearing will be placed into the record.

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. 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 complies with all required regulations and standards of this Chapter, including all applicable provisions of Sections 3 and 5, the applicable specific standards contained in the Supplemental Use Regulations (Section 6), and with all other applicable regulations;*

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 with the general plans for the physical development of the Town as embodied in this Chapter 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.

KEY ISSUES

Our full evaluation is included in the attached Staff Report. Based on the review of this development application by Town advisory boards and the Town staff, we believe that the four key issues that have been identified pertain to a) traffic control on Millhouse Road; b) installation of a fence between the proposed development and the adjacent 10.3 acre residential parcel in the southern portion of the site; c) aeration of the stormwater ponds; and d) generation of noise and light. These issues are discussed below:

- a) **Traffic Control on Millhouse Road:** The potential for increased traffic on a portion of Millhouse Road was expressed during the Planning Board meeting. A citizen residing on the portion of Millhouse Road north of the railroad crossing, asked that the applicant attempt to minimize traffic impacts on Millhouse Road. In particular the citizen suggested that the applicant agree to restrict its vehicles from traveling on that portion of Millhouse Road north of the proposed entrance to the Public Works compound. In response to this concern the Planning Board recommended that the applicant implement a policy that generally prohibits Town-owned vehicles from traveling on that portion of Millhouse Road, north of the proposed entrance into the Public Works portion of the site.

Staff Comment: Based on the traffic impact analysis and traffic count information from the North Carolina Department of Transportation, the current 24 hour traffic volume on the portion of Millhouse Road, north of the entrance to the propose Public Works compound, is approximately 1,450 vehicles per day. The traffic impact analysis anticipates that in 2006, after the proposed development is completed and operational, the 24-hour traffic count on this portion

of Millhouse Road will increase by approximately 170 vehicles. This estimate includes traffic generated by the proposed development site and other background traffic generators (Parkside II Subdivision, The Homestead, Larkspur Subdivision, and Chapel Watch Village). Of the 170 additional trips that the analysis anticipates will occur in 2006, within a 24 hour period, approximately 30 trips would be generated by the proposed development.

Because the entire operational area served by the proposed development is located to the south, all Town-owned vehicles (buses, trucks, refuse collection, fire, police vehicles) traveling between the proposed facility and the community are expected to travel on the southern portion of Millhouse Road (between Eubanks Road and the entrances to the facility). We do not anticipate that the 30 additional trips projected in 2006, on the portion of Millhouse Road north of the railroad crossing, involve Town-owned vehicles.

We recommend that the applicant establish a policy that requires Town vehicles to travel on that portion of Millhouse Road, south of the proposed entrance into the Public Works portion of the site, with exceptions for emergency conditions. We recommend that the policy be reviewed and approved by the Town Manager prior to the issuance of a Zoning Compliance Permit. Resolution A includes this recommendation.

- b) Installation of a fence between the proposed development and the adjacent 10.3-acre residential parcel in the southern portion of the site: Adjacent to the southern half of the proposed site is a 10.3-acre parcel that contains a residential structure. The north, east and south property lines of this 10.3-acre parcel are adjacent to the proposed development. Along portions of the north and south property lines along this 10.3-acre parcel, the applicant is proposing to install a solid fence.

The Planning Board recommended that the applicant install a continuous solid wooden fence along the entire length of the three common property lines between the proposed development and the 10.3-acre parcel. Recognizing that a property line may cross the Resource Conservation District or impact significant or notable stands of trees, the Planning Board amended its recommendation to exclude areas in the Resource Conservation District and near significant trees. The Planning Board also recommended that in locations where the installation of a fence could negatively impact significant or notable stands of trees, the fence should not be installed and instead may be located within the applicant's landscape buffer area.

Staff Comment: Resolution A includes a stipulation requiring that, except in the Resource Conservation District and near significant trees, the applicant shall install a solid fence along the north, east and south property line of the 10.3-acre parcel adjacent to the southern half of the proposed development site. We also recommend that in those areas where the installation could negatively impact significant or notable stands of trees, the fence shall not be installed and instead may be located within the applicant's landscape buffer area. Prior to installation, final location of the fence shall be field located and approved by the Town's Urban Forester.

We understand that, instead of installing a wooden fence, the applicant may eventually prefer to install a solid fencing made of recycled materials. We recommend, and Resolution A stipulates, that the applicant shall install a solid fence without specifying the type of fencing material.

- c) Aeration of the stormwater ponds: Expressing a concern with the two proposed stormwater management ponds and the potential for water stagnation and mosquito habitat, the Planning Board adopted a resolution recommending that the applicant install aeration devices in the two stormwater management ponds.

Staff Comment: Based on preliminary stormwater management plans for this proposed development, we understand that the installation and operation of an aeration devices, or similar water circulation equipment, in the two proposed stormwater management ponds is feasible. We understand that both ponds are designed with some water storage capacity and will retain a water level suitable for an aeration device. Resolution A includes a stipulation stating that, if practicable, the applicant shall install aeration devices, or similar water circulation equipment, in the proposed stormwater management ponds. The final type and design of the aeration device shall be review and approved by the Town Manager.

- d) Light and Noise: At the Planning Board meeting, a citizen expressed a concern with the potential noise and lighting impacts on the surrounding residential neighborhood along Millhouse Road. The Planning Board recommended that the applicant comply with the lighting standards in the Land Use Management Ordinance. The Planning Board also recommended that the applicant submit with a final plan application a signed and sealed letter certifying that any increase in measurable noise will not exceed noise levels allowed by the Town Noise Ordinance.

Staff Comment-Lighting: Regarding lighting, we recommend that the final plan application comply with the lighting standards in the Land Use Management Ordinance. Lighting standards in the Land Use Management Ordinance include the following:

- I. Lighting sources shall be shielded or arranged so as not to produce within any public right-of-way glare that interferes with the safe use of such right-of-way and so as not to constitute a nuisance to the occupants of adjacent properties.
- II. Outdoor lighting, except sports and athletic field lighting, shall be mounted at heights no greater than fifteen (15) feet for non-cutoff lights; and no greater than thirty-five (35) feet for full cutoff lights.
- III. Increases in illumination on off-site property shall not result in lighting levels in excess of 0.3 foot-candles, measured at ground level. Where existing ambient off-site lighting levels are in excess of 0.3 foot-candles, no increase in measurable off-site lighting levels will be allowed as a result of outdoor lighting in the development.
- IV. All streets, driveways, bikeways, sidewalks, pedestrian paths, parking areas, and other common areas and facilities shall be lighted where necessary to ensure the security of property and the safety of persons using such streets, driveways, bikeways, sidewalks, pedestrian paths, parking areas, and other common areas and facilities.

- V. All principal entrances and exits to principal buildings used for non-residential purposes or containing more than five (5) dwelling or lodging units shall be sufficiently lighted to ensure the safety of residents and the security of the building.
- VI. Each application for a Zoning Compliance Permit for development other than a single-family or two-family dwelling shall include a lighting plan that shows existing and proposed lighting fixture types and locations. The plan shall indicate, by isolux contour diagram and grid points, the measured and calculated pre-development and post-development foot-candles at grade both on the development site and on adjacent property where lighting impacts are expected. The lighting plan must be sealed by a Professional Engineer with demonstrable expertise in lighting design and mitigation strategies, or a lighting specialist who is Lighting Certified (LC) by NCQLP (National Town Council on Qualifications for the Lighting Professions).

Staff Comment-Noise: In regards to noise, we recommend that the final plan application shall include a signed and sealed letter from a Professional Engineer, licensed in the State of North Carolina and with demonstrable expertise in acoustical design and attenuation practices, certifying that any increase in measurable noise will not exceed noise levels allowed in the Town Noise Ordinance as established at the time the final plan application is approved by the Town. This noise restriction shall not apply to property that is owned by the applicant.

Although this recommendation on noise is beyond the requirements of the Land Use Management Ordinance, the applicant has voluntarily agreed to comply with this recommended stipulation.

Resolution A includes the above recommendations on light and noise.

PROPOSED MODIFICATION OF REGULATIONS

The applicant is requesting modification to regulations in Section 5.9.7 (minimum parking requirements) and Section 3.8.1 (building heights) of the Land Use Management Ordinance:

1. Parking, Section 5.9.7: This project proposes a total of 287 employee/visitor parking spaces. The Land Use Management Ordinance requires a minimum number of 391 spaces. The applicant believes that the proposed 287 parking spaces will meet the existing and future needs of the facility and can preserve trees and natural areas.

We understand that the number of proposed parking spaces is based on an actual needs assessment that the applicant conducted specifically for this project. The assessment was based on the number and time-of-day scheduling of current and projected employees. The assessment determined that if the applicant calculated the parking spaces using the formula outline in the Land Use Management Ordinance (1 space for every 350 square feet of floor area for a Public Use Facility), the result would require more spaces than needed.

Staff Comment: We believe that the applicant's requests to modify the parking regulations of Section 5.9.7 of the Land Use Management Ordinance are supported by the following reasons:

- a) The proposed number of parking spaces is based on a vehicle needs study that specifically addressed the employee and visitor parking space requirements for the proposed development;
 - b) According to the vehicle needs study, the proposed 287 parking spaces will meet the existing and future needs of the facility; and
 - c) Minimizing the number of parking spaces will preserve trees, natural areas and decrease the amount of impervious surface area and stormwater runoff.
2. Secondary Building Height, Section 3.8: The other non-complying item is the secondary height of the new buildings. The vehicle maintenance buildings for this project will require a height sufficient to allow daylighting components. Table 3.8-1, Dimensional Matrix, has a maximum secondary height of 40 feet. These maintenance buildings require high bays to work on Town buses and large Public Works vehicles, such as fire trucks and refuse trucks. Additional height is required to accommodate the upper story space needed for daylighting the workspace, which could be as high as 55 feet.

Staff Comment: We believe that the applicant's requests to modify the secondary building height regulations in Section 3.8.1 of the Land Use Management Ordinance are supported by the following reasons:

- a) Construction of vehicle maintenance buildings in excess of the maximum secondary building height would permit sufficient height to allow daylighting components including upper story space for windows;
- b) Additional height would allow the construction of vehicle maintenance buildings that permit the installation of high vehicle service bays necessary to work on large vehicles such as Town buses, and large Public Works vehicles such as fire trucks and refuse trucks; and
- c) Lower building heights would not permit the construction of a sloped roof, which requires less long term maintenance than a flat roof and facilitates construction of a rainwater collection system.

Accordingly, we recommend that the Council modify the regulations as follows:

- 1. Modification of the dimensional regulations in Section 3.8.1 of the Land Use Management Ordinance, to allow a secondary height of 55 feet.
- 2. Modification of the minimum parking regulations in Section 5.9.7 of the Land Use Management Ordinance, to allow a minimum of 287 parking spaces.

SUMMARY

We have attached a resolution that includes standard conditions of approval as well as special conditions that we recommend for this application. The special conditions that we recommend are described in detail in the accompanying staff report. With these conditions, we believe that

the Council could make the findings regarding health, safety and general welfare, and consistency with the Comprehensive Plan. The Manager's recommendation incorporates input from all Town departments involved in review of the application.

SUBSEQUENT REGULATORY STEPS

Following is a brief outline describing the next steps in the development review process, should the Council approve the Special Use Permit application for this site:

1. Applicant accepts and records a Special Use Permit, which incorporates the terms of the Council-adopted resolution.
2. Applicant submits detailed Final Plans and documentation, complying with Council stipulations. Information is reviewed by Town departments and the following agencies:
 - Orange Water and Sewer Authority,
 - Piedmont Electric Membership Cooperative,
 - Public Service Company,
 - Time Warner, and
 - BellSouth.
3. Community Design Commission reviews and approves building elevations and site lighting.
4. Upon demonstration of compliance with remaining Council stipulations, Town staff issues a Zoning Compliance Permit authorizing site work. Permit includes conditions specific to the development and requires pre-construction conferences with Town staff.
5. Inspections Department issues Building Permits and Certificates of Occupancy.

RECOMMENDATIONS

Recommendations are summarized below. Please see summaries of board actions and recommendations in the attachments.

Planning Board Recommendation: On March 2, 2004, the Planning Board voted 7-0 to recommend that the Council approve this application, with the adoption of Resolution B. We will provide a copy of the recommendation as soon as it is available.

Transportation Board Recommendation: On March 2, 2004, the Transportation Board voted 6-0 to recommend that the Council approve this application with the adoption of Resolution C. Please see the attached Summary of Transportation Board Action.

Community Design Commission Recommendation: The Community Design Commission will meet March 17. We will provide the recommendation as soon as it is available.

Bicycle and Pedestrian Advisory Board Recommendation: The Bicycle and Pedestrian Advisory Board will meet March 23. We will provide the recommendation as soon as it is available.

Greenways Commission Recommendation: The Commission will meet March 24. We will provide the recommendation as soon as it is available.

Manager's Preliminary Recommendation: Based on our evaluation of the application, our preliminary conclusion is that, with the stipulation in Resolution A and the modification to regulations as requested by the applicant, the application complies with the standards and regulations of the Land Use Management Ordinance.

Following tonight's Public Hearing, we will prepare an evaluation of the evidence submitted in support of and in opposition to this application. If the Council makes the required findings for approval of a Special Use Permit, we recommend that the application be approved with the adoption of Resolution A.

Resolution D would deny the application.



Town Operations Facility - Special Use Permit

Differences between Resolutions

ISSUES	Resolution A (Approval) Town Manager's Preliminary Recommendation.	Resolution B (Approval) Planning Board Recommendation	Resolution C (Approval) Transportation Board Recommendation
Traffic management policy for operations vehicles on Millhouse Road	Yes	Yes	*
Perimeter solid fence adjacent to 10.3 acre residential property to be solid or solid wooden	Solid	Solid Wood	*
Certification verifying compliance with noise and light ordinance	Yes	Yes	*
Aeration device in stormwater management ponds	Yes	Yes	*
Specific lighting plan for Transportation employee walkway	Yes	Yes	*
Bus Shelter, bench, pad in Public Works portion	Yes	*	*

* - Issues not raised at advisory board meeting.

ATTACHMENTS

1. Planning Staff Report (p. 13).
2. Project Fact Sheet Requirements (p. 29).
3. Resolution A (Manager's Preliminary Recommendation Approving the Application) (p. 30)
4. Resolution B (Planning Board's Recommendation Approving the Application) (p. 39).
5. Resolution C (Transportation Board's Recommendation Approving the Application) (p. 41).
6. Resolution D (Denying the Application) (p. 43)
7. Summary of Action- Transportation Board (p. 44)
8. Statement of Justification (p. 45).
9. Project Fact Sheet (p. 48).
10. Area Map (p. 51).
11. Reduced Plan (p. 52).



STAFF REPORT

SUBJECT: Public Hearing: Town Operations Center - Application for Special Use Permit

DATE: March 15, 2004

INTRODUCTION

We have received a request for a Special Use Permit for a public service and public use facility on a 53.78 acre site between Interstate 40 and Millhouse Road, approximately 2,000 feet north of Eubanks Road. The applicant, the Town of Chapel Hill, is proposing to construct six buildings, associated outbuildings and structures, including approximately 168,600 square feet of building area, 287 employee/visitor parking spaces, 125 bus parking spaces, and storage areas for Town owned vehicles and equipment. The proposed development will include approximately 20 acres of impervious surface.

This project is divided into two development phases. The initial phase of this proposal, scheduled for completion in 2006, includes the construction of a new facility to replace the existing Municipal Operations Facility on Airport Road. Proposed on-site improvements associated with this initial phase include approximately 136,000 square feet of building area, employee, visitor, bus and parking spaces, storage areas for Town owned vehicles and equipment, on-site stormwater and utilities, refuse collection areas, bike racks and two bus stops. A portion of the initial construction phase (yard/material storage and vehicle impound and auction storage area) is located outside the boundary of this Special Use Permit application and is not a subject of tonight's application.

Several off-site improvements, including the extension of water, sewer and natural gas service and roadway improvements along Millhouse Road and Eubanks Road are included with this initial construction proposal.

The follow-up long term construction phase (2010-2035) includes approximately 31,800 square feet of additional floor area and parking areas.

The development proposed with the initial construction phase includes building heights that exceed the maximum secondary height limits and employee/visitor parking space numbers below the minimum parking space requirements. The applicant is requesting modifications of regulations as a part of this application. In this set of circumstances, the Town Council has the ability to modify the regulations if it determines that public purposes are served.

EVALUATION

The Town staff has reviewed this application for compliance with the standards of the Land Use Management Ordinance and the Design Manual and offers the following evaluation.

Existing Conditions

Location: This 54 acre site is located between Interstate 40 and Millhouse Road, approximately 2,000 feet north of Eubanks Road. The west property line (1,230 feet) is adjacent to the Norfolk Southern Railroad corridor and Millhouse Road. The east property line (1,920 feet) is adjacent to the eastbound travel lanes of Interstate 40. The area proposed to be included within this Special Use Permit is entirely within Chapel Hill's Joint Planning Transition Area.

North of the proposed development site is approximately 30 acres of undeveloped land, owned by the Town of Chapel Hill. There are three properties immediately south of the site, between 10 and 18 acres in area. These properties are undeveloped, mostly wooded, and do not contain any residential dwellings. Adjacent to the southern half of the proposed site is a 10.3 acre parcel that contains a residential structure. The proposed development adjoins this 10.3 acre parcel on three sides.

Opposite the proposed development site, across Millhouse Road, are three properties. Two of the properties are each approximately 1.7 acres in size and contain a residential dwelling. The third property is farm land of approximately 84 acres. This site also contains a residence.

Existing Structures: There are no existing structures on the proposed development site.

Vehicular Access: Vehicular access is proposed from Millhouse Road. Millhouse Road is an asphalt 20-foot wide road without curb, gutter and sidewalk and is maintained by the North Carolina Department of Transportation (NCDOT).

Topography, Drainage, Vegetative Cover: The general topography of the site (more than 90 percent of the site) has slopes less than 10 percent. The steeper slopes (10-20 percent) occur in the Resource Conservation District areas adjacent to the two streams on the site at its northern and southern boundary.

Old Field Creek and a small tributary are located on the southernmost edge of the site. An existing unnamed stream and a pond form the northern boundary line of the Special Use Permit application. Both drainage systems flow from west to east and include Resource Conservation District and wetlands. The highest elevation on the site (508 feet) is located along Millhouse Road. The lowest elevation (450 feet) is in the southeast corner of the site where Old Field Creek flows under Interstate 40. The railroad track to the west of the property provides a drainage boundary and blocks offsite drainage onto the site. Approximately 70 percent of the 54 acre site drains into Old Field Creek and its tributary, with the remainder of the site draining to the unnamed northern stream and pond.

With the exception of a 20 acre open field in the northern portion of the site, the property is a mix of wooded areas including pines and hardwoods. The submitted application identifies several areas containing Significant Tree Stands.

Bus Stops, Routes: The Town of Chapel Hill does not provide bus service along Millhouse Road at this time. The Eubanks Road Park and Ride Lot is approximately 1,000 feet east of the Eubanks Road-Millhouse Road intersection.

Development Description

The application includes improvements, on and off-site, that are to be completed by 2006. The application includes additional development that the applicant anticipates implementing after 2010.

This proposed Special Use Permit application is for a public service and public use facility on the 53.78 acre site. The applicant is proposing to construct six buildings, associated outbuildings and structures, including 168,600 square feet of building area, 287 employee/visitor parking spaces, 125 bus storage spaces, and storage areas for Town owned vehicles and equipment. The applicant currently operates the Town of Chapel Hill Public Works and Transportation Departments on leased land owned by the University of North Carolina.

Although the applicant owns approximately 84 acres, tonight's application is focused on the 54 acres of the site that is within the Town planning jurisdiction. The northern end and southern end of the 54 acres is bordered by two perennial streams. The eastern and western edges of the site are adjacent to Interstate 40 (eastside) and Millhouse Road/ Norfolk Railroad corridor (westside). A 10.3 acre residential property on the east side of Millhouse Road is located in the southern half of the site and adjoins the applicant's property on the north, east and south.

The proposed development plan includes two distinct areas, one being developed on the northern portion of the site to accommodate the Public Works Department, and a second area on the southern portion of the site for the Transportation Department. Each facility includes a driveway entrance along Millhouse Road. Except for an emergency restricted access lane, between the Public Works employee parking lot and the bus storage area on the Transportation portion of the site, internal vehicular travel between the two operations is restricted.

A portion of the planned improvements associated with this new facility (yard/material storage and vehicle impound and auction storage area) is located outside the boundary of this Special Use Permit application and is not a subject of tonight's application.

A brief description of the improvements proposed with the initial phase (2006) and future phase (2010-2035) is outlined below:

Initial Development Phase (2006)

- Public Works Complex: Proposed improvements associated with the Public Works portion of the site include:
 - a) Town Building Maintenance and Public Housing Maintenance and Field Operations, and Administration buildings- 52,000 square feet of floor area.
 - b) Town vehicle maintenance, surplus storage buildings, fuel and wash areas- 30,000 square feet of floor area and work space.

- c) Parking for employees and visitors- 150 spaces.
 - d) Operational/fleet vehicle storage areas.
 - e) Three refuse/recycling areas.
 - f) Two on-site bus stops and three bicycle racks.
- Transportation Complex: Proposed improvements associated with the Transportation portion of the site include:
 - a) Administration and operations buildings- 16,800 square feet of floor area.
 - b) Maintenance, fuel and wash areas- 38,000 square feet of floor area and work space.
 - c) Parking for employees and visitors- 135 spaces.
 - d) Bus parking spaces- 101.
 - e) Operational/fleet storage areas.
 - f) Refuse/recycling area.
 - g) A bicycle rack.
 - Stormwater Management: The proposed plan includes two stormwater management ponds, seven bio-retentions areas, approximately 40,000 square feet of permeable pavement, infiltration ditches and four, 10,000 gallon stormwater retention tanks for reuse of rainwater.
 - Utilities: Water, sewer, gas and electric service is proposed to be installed throughout the site. In order to provide sewer service, a new sanitary sewer pump station is proposed to be installed in the southern most portion of the site. All new utilities are proposed to be installed underground.
 - Walking paths: Several walking paths, connecting the building areas to undisturbed woodlands and the existing pond, are proposed.
 - Internal Access Road: An internal access road, to that portion of the applicant's property outside of the Special Use Permit boundary, is proposed to be constructed.
 - Off-Site Roadway Improvements: The proposed plans include roadway improvements at the Airport Road/Eubanks Road and Eubanks Road/Millhouse Road intersections. Other proposed roadway improvements include upgrades to the pavement and travel lanes on Millhouse Road and a realignment of the railroad crossing on Millhouse Road.
 - Off-Site Utility Improvements: Water and sewer service must be extended to this proposed development site. The applicant is proposing to install approximately 6,600 feet of water line between an existing water line near the Airport Road/Eubanks Road intersection and the main entrance to the site. The extension of sewer service to this property will require the construction of a pump station (on-site) and installation of approximately 4,300 feet of sewer line.



Future Development Phase (2010-2035)

- **Public Works Compound:** Proposed improvements associated with the Public Works portion of the site include approximately 19,433 square feet of additional floor area and work space, and 40 parking spaces.
- **Transportation Compound:** Proposed improvements associated with the Transportation portion of the site include approximately 2,400 square feet of additional floor area and work space, 28 parking spaces and 24 bus spaces.
- **Other Improvements:** A 10,000 square foot building with 30 parking spaces is also proposed with the future development phase.

Except for the 24 bus spaces and the 10,000 square foot building and associated 30 space parking lot on the Transportation Department site, the building sites for the other areas proposed in the future development phase (2006-2035) are proposed to be cleared and graded with the initial 2006 development phase. In those areas where it is anticipated that the final location of the future greenway trail will be adjacent to land disturbance associated with the initial phase development, the greenway is proposed to be cleared and graded.

The proposed plan includes a conceptual location for a future 10-foot wide pedestrian/bicycle path along the east side of the site, adjacent to Interstate 40. Installation of this greenway is not proposed with the initial or future construction phase of the Town Operation Facility. However, some grading activity associated with the initial construction phase is anticipated to facilitate the future construction of this greenway.

Ordinance Requirements

Zoning: This property and the adjacent properties to the south are in the Joint Planning Transition Area and are zoned Mixed-Use Residential-1 (MU-R-1). The adjoining properties to the north, east and west are located outside the Town's zoning jurisdiction and are subject to Orange County's zoning regulations. We understand that the Orange County zoning designation is Rural Buffer.

Because the submitted application does not provide a mix of office, commercial, or residential land uses to be a mixed-use development, the proposal is subject to the land use requirements for Residential-1 zoning district. Some of the permitted uses in the R-1 zoning district include a public use facility, place of worship, non-profit recreation facility and an elementary or secondary school. A public service facility is permitted with a Special Use Permit.

Dimensional Standards: The proposal is subject to the dimensional standards outlined in the Dimensional Matrix (Table 3.8-1) of the Land Use Management Ordinance for the Residential-1 zoning district.

The applicant is proposing to construct approximately 168,000 feet of building area. Approximately 31,000 square feet of this building area (garage, fuel and vehicle wash area) is not

defined as floor area. The maximum floor area permitted on this 54 acre site is 149,730 square feet. The applicant is proposing to construct approximately 137,034 square feet of floor area.

This proposal would result in 870,875 square feet (approximately 20 acres) of impervious surface area. Because this site is located outside the Watershed Protection District, the Land Use Management Ordinance states that up to 70 percent of a non-residential development may be covered by impervious surface area. Approximately 37 percent of this 54 acre site would become impervious surface under this proposal.

The proposal complies with all of the dimensional requirements for the R-1 zoning district except for the secondary height limit. The applicant is proposing to construct two buildings that will exceed the maximum height limit of 40 feet. Preliminary designs for the Public Works and Transportation vehicle maintenance buildings include a potential overall building height of 55 feet. We understand that these maintenance buildings require high bays to work on Town buses and large Public Works vehicles, such as fire trucks and refuse collection vehicles. The applicant has also indicated that the design of the buildings is proposed to allow natural lighting of the work areas.

The applicant has indicated its intent to seek Council approval of modifying the regulations in the Land Use Management Ordinance with respect to secondary height limits for this site with the justification that the higher buildings will permit the use of daylighting in the vehicle service areas. We recommend approval of this modification.

Access and Circulation

Traffic Impact Analysis: The Traffic Impact Analysis (TIA) was prepared by a Town consultant in accordance with the Town's TIA guidelines.

Traffic flow conditions were analyzed at the following intersections:

1. Eubanks Road and Millhouse Road.
2. Millhouse Road and proposed future Town Operations Center north driveway.
3. Millhouse Road and proposed future Town Operations Center south driveway.
4. Eubanks Road and Airport Road.

In accordance with the Town's Traffic Impact Analysis guidelines, based on the size and extent of the proposed development, and the existing and future land use and traffic conditions at and around the proposed development site, the intersection of Eubanks Road and Rogers Road was not included in the traffic study area. Traffic volumes from other existing and proposed developments (Parkside II, Vineyard Square, Larkspur and Chapel Watch Village) in the immediate area were included in the analysis of future conditions. Future traffic conditions were calculated by applying an annual growth of 3 percent.

The purpose of this analysis is to determine the impact of the proposed development to the surrounding transportation system. The traffic impact analysis was based on the anticipated 2006 build out. According to the analysis, the proposed development (2006 build-out) would generate approximately 2,000 vehicle trips daily.

TIA Findings: Roadway Improvements: The findings of Traffic Impact Analysis study concludes that there are safety considerations and operational efficiency considerations that should be addressed due to the impact of the proposed development. Roadway improvements recommended by the TIA and proposed improvements by the applicant are outlined below.

Eubanks Road Improvements - Recommended by TIA

- a) Upgrade the pavement cross-section, approaching the Airport Road intersection, to include wider lanes and flared areas for improved turning movements at Airport Road intersection.
- b) Lengthen the east bound left-turn lane at Airport Road to 300 feet.
- c) Construct a west bound right-turn lane onto Millhouse Road.

Eubanks Road Improvements - Proposed by Applicant

- a) Improve the turning radii at the Airport Road intersection as necessary to accommodate buses and large service vehicles if adequate right-of-way can be obtained.
- b) Construct a 300-foot east bound left-turn storage lane at the Airport Road intersection, if adequate right-of-way can be obtained.
- c) Construct a westbound right-turn lane onto Millhouse Road.

We support the findings of the Traffic Impact Analysis as they relate to Eubanks Road. We believe that the improvements proposed by the applicant address the recommendations provided in the Traffic Impact Analysis. Resolution A stipulates that prior to occupying the proposed development, subject to NCDOT approval and if adequate right-of-way can be obtained, the applicant shall construct the Eubanks Road improvements as proposed by the applicant and stated above.

Millhouse Road Improvements – Recommended by TIA

- a) Widen and repave between Eubanks Road and the railroad crossing.
- b) Construct a southbound turn right-turn lane onto Eubanks Road.
- c) Construct a sidewalk along the east side from Eubanks Road to the proposed north driveway.

Millhouse Road Improvements – Proposed by Applicant

- a) Between Eubanks Road and the Public Works driveway- Widen roadway to accommodate two 12-foot wide travel lanes, two 5-foot wide striped bike lanes, curb and gutter on both sides of the road.
- b) Improvements at the southbound approach to Eubanks Road: Widen roadway (36-foot pavement width) to accommodate three travel lanes-- one 12-foot wide northbound travel lane, one 12-foot wide southbound left-turn lane onto Eubanks Road, and one 12-foot wide southbound right-turn lane onto Eubanks Road.
- c) Construct a 5-foot wide sidewalk along the east side of the roadway between Eubanks Road and the Public Work driveway.

- d) Relocate the railroad crossing to realign with the proposed northern entrance to the development and install a four-way stop at the intersection.

We support the findings of the Traffic Impact Analysis as they relate to Millhouse Road. We believe that the improvements proposed by the applicant address the recommendations provided in the Traffic Impact Analysis. Resolution A stipulates that prior to occupying the proposed development, the applicant shall construct the Millhouse Road improvements as proposed by the applicant and stated above.

TIA Findings: Traffic Signal Analysis: In addition to the recommended improvements to Eubanks Road and Millhouse Road, the Traffic Impact Analysis also recommended an additional traffic study after the proposed facility is open in 2006. The study recommended by the analysis included a traffic signal analysis at Eubanks Road/Millhouse Road intersection. Although the results of the Traffic Impact Analysis do not identify the installation of a traffic signal as a necessary improvement at the Eubanks Road/Millhouse Road intersection, the analysis recommends that a signal warrant analysis be conducted after the facility is open in 2006.

We do not support the finding of the Traffic Impact Analysis recommending a signal warrant analysis after the facility opens in 2006. We believe a traffic signal is required before the proposed facility is occupied.

In addition to the traffic consultant study, the Town staff conducted a traffic signal warrant analysis at the intersection of Eubanks Road and Millhouse Road. Based on that analysis, the staff determining that a traffic signal was warranted before the proposed facility opens for the following reasons:

1. The proposed development will generate approximately 2,000 trips daily.
2. Average daily trips at the Eubanks Road/Millhouse Road intersection will increase once the warehouse facility currently under construction at the corner of Eubanks Road and Millhouse Road is completed.
3. A majority of the current and future southbound vehicle trips on Millhouse Road make east bound turning movements (left turns) onto Eubanks Road.
4. The current posted speed limit (45 mph) on Eubanks Road warrants a traffic signal.
5. The State plans to install automatic railroad gates for the railroad crossing on Eubanks Road at Millhouse Road.

The Town staff believes that the signal is warranted based on the number of trips and the above mentioned reasons. Citing the above reasons, the Town staff forwarded a request to the North Carolina Department of Transportation (NCDOT) recommending that NCDOT permit the installation of a traffic signal at the Eubanks Road/Millhouse Road intersection, before the proposed development is occupied. We understand that NDCOT is currently reviewing the need for a traffic signal at this intersection and we anticipate a response soon.

We recommend that the applicant install a traffic signal, subject to NCDOT approval, at the Eubanks Road/Millhouse Road intersection, prior to occupying the proposed facility. This recommendation has been incorporated into Resolution A. Subject to NCDOT approval, the applicant has agreed to install a traffic signal prior to occupying the proposed facility.

Vehicular Parking: Minimum parking requirements for a Public Service Facility are based on 1 parking space for every 350 square feet of floor area. For this development, the minimum number of on-site parking spaces required is 391 spaces. The applicant is proposing 287 parking spaces.

The applicant has indicated intent to seek Council approval of modifying the regulations in the Land Use Management Ordinance to provide less than the minimum parking space requirements on the justification that its parking space demands are different than the typical Ordinance standards. We recommend approval of this modification.

Bicycle Parking: The applicant proposes to exceed the minimum requirements for bicycle parking spaces. Based on the minimum number of required parking spaces (319), the minimum number of required bicycle parking spaces equals 32 (calculated on 10% of the required vehicular parking spaces). The applicant is proposing a total of 57 bicycle parking spaces (29 Class I and 28 Class II spaces). Individual bicycle lockers and lockable storage areas are proposed to satisfy the Class I parking standards. Four covered bicycle racks are proposed for the Class II spaces.

The Resolution A includes a stipulations requiring that the applicant provide 29 Class I and 28 Class II bicycle parking spaces.

Bus Stop, Routes: Two bus stops are proposed for the Public Works area. At such time that a bus service is extended to this facility, we recommend that the applicant install a pad, bench and shelter at the appropriate locations. This recommendation has been incorporated into Resolution A.

Greenway Path: The greenway trail, shown conceptually on the proposed Town Operations Facility plan, is part of the Rail and North Trails greenway network as identified in the *Chapel Hill Master Greenway Plan*. These greenway trails are planned to be part of a larger greenway network that will eventually connect to an Orange County greenway trail system as well as future and present trails such as the Bolin Creek, Upper Booker Creek, Lower Booker Creek, Tanyard, and Battle Branch Trails.

The Town's Greenways Commission is involved in studying modifications to the Greenway Master Plan. A public forum to discuss the Rail Trail alignment was held on February 25. Some of the changes being considered to the *Greenway Plan* included a proposal to create a greenway path between the Town Operations Facility and the Eubanks Road Park and Ride Lot.

Construction of the greenway segment concept identified on the submitted site plan is not anticipated in the immediate future. The construction of this greenway is not a recommended improvement. However, in those areas where it is anticipated that the final location of the future greenway trail will be adjacent to land disturbance associated with the initial phase of the

Operations Center, the applicant is proposing to clear and grade the anticipated greenway corridor. We support this proposal in order to facilitate construction of a greenway in the future.

Pedestrian Circulation: The proposed plan includes an internal sidewalk network connecting buildings and parking areas. The proposed plan includes two internal sidewalks between Millhouse Road and the employee/visitor parking areas. An internal sidewalk connection is also proposed between the Public Works portion of the site and the Transportation Department portion.

The applicant is also proposing to construct a 5-foot wide public sidewalk, along the east side of Millhouse Road, between Eubanks Road and the Public Works driveway.

We believe the sidewalk plans are appropriate.

Three walking paths are proposed between the building areas and future Rail and North Trails greenway corridor. We understand that the applicant is considering combining the walking paths with an on-site educational exhibit highlighting some of the site's proposed sustainable development techniques such as the wet ponds, bio-retention facilities, porous pavement areas and the rain water recycling systems.

Transportation Management Plan: We recommend that a Transportation Management Plan be submitted for this development. A Transportation Management Plan outlines measures for encouraging employees of a development to utilize alternative modes of transportation, minimizing traffic to and from the site. We have included a stipulation in Resolution A that a Transportation Management Plan be approved by the Town Manager, prior to issuance of a Zoning Compliance Permit.

Landscaping and Architectural Issues

Buffers and Landscaping: The table below outlines the minimum landscape buffer requirements for the site and the buffers proposed by the applicant.

Landscape Buffers		
Location	Ordinance Requirement	Applicant's Proposal
Interstate-40	100' wide Type E	100' wide Type E
Millhouse Road	30' wide Type D	50' wide Type D
Three property lines adjacent to Nunn property	20' wide Type C	Nunn north & east property lines 30' wide Type C
		Nunn south property line 30' to 50' wide Type C
Southern property line between Millhouse Road and I-40	20' wide Type C	50' wide Type C

In addition to replanting buffer areas cleared during the initial construction phase, it will be necessary for the applicant to install landscape buffer materials in the existing pasture area along Interstate 40. A cross-section of the proposed planting area for this meadow is included as a detail on plan sheet C3.3 (Conceptual Buffer Section B-B). This plan sheet also includes a planting cross-section for the buffer area adjacent to the two driveways on Millhouse Road (Conceptual Buffer Section A-A).

We recommend that a detailed Landscape Protection Plan be approved by the Town Manager prior to issuance of a Zoning Compliance Permit. This plan must include a detail of protective fencing and construction parking and materials staging/storage areas. This plan must also indicate which labeled trees are proposed to be removed and where tree protection fencing will be installed.

We recommend that detailed landscape plans (including buffers), landscape maintenance plans, and parking lot shading requirements be approved by the Town Manager prior to issuance of a Zoning Compliance Permit. The landscape plan shall indicate the size, type, and location of all proposed plantings.

We also recommend that all parking areas be screened from view in accordance with the provisions of Section 5.6 of the Land Use Management Ordinance. The screening plans shall be approved by the Town Manager prior to the issuance of a Zoning Compliance Permit.

Building Elevations and Lighting: We recommend that detailed building elevations and a lighting plan be approved by the Community Design Commission prior to the issuance of a Zoning Compliance Permit.

Environmental Issues

Resource Conservation District: The Town's Engineering Department conducted an on-site inspection and determined that this site contains perennial streams (Old Field Creek and the unnamed northern stream) and an intermittent stream (tributary to Old Field Creek). The Resource Conservation District boundaries on this site include a 50-foot wide corridor along the pond, a 50 foot corridor along each stream edge of the intermittent tributary stream and 150-foot wide corridor along each stream edge of the two perennial streams.

The applicant has calculated that approximately 25 percent of the site (14 acres) is Resource Conservation District. Of the 14 acres, approximately 13 percent (1.94 acres) is proposed to be disturbed. Proposed land disturbance in the Resources Conservation District includes a portion of an internal access road leading to an off-site yard-material storage area, a section of stormwater drainage pipe, grading associated with a stormwater management pond, walking trails, a boardwalk between transportation buildings and a parking lot, and a sewer line and pump station. All activity proposed in the Resource Conservation District complies with Land Use Management Ordinance provisions.

Wetlands: The submitted application identifies wetlands along the unnamed stream and a potential wetland area along Old Field Creek. The final wetland boundary along Old Field Steam is currently under review by the Army Corps of Engineers and an exhibit generally outlining the

anticipated final boundary is attached to this report (see Exhibit A). Anticipated land disturbance in the wetland area is associated with the installation of a sewer line across Old Field Creek and the construction of the access road to the yard-material storage area.

We recommend that prior to the issuance of a Zoning Compliance Permit the applicant identify the location of State or federally regulated wetlands on the site. We recommend that all wetlands associated with the proposed off-site improvements also be identified. We recommend that any proposed disturbance of wetlands demonstrate compliance with applicable State and federal regulations.

Significant Tree Stands: The applicant has identified several areas on this site containing significant tree stands. The largest uninterrupted stand of significant trees is located within the Resource Conservation District along Old Field Creek. A second notable significant tree stand is located between the proposed Public Works and Transportation portions of the site.

Proposed improvements, primarily associated with utilities, will impact a portion of some of the significant tree stand along Old Field Creek. Most of the significant tree stand between Public Works and Transportation is proposed to be retained, although a portion of this area could be impacted with the future construction of additional bus parking spaces.

Stormwater Management: Except for an old pond along the north boundary of the proposed Special Use Permit boundary, this site does not contain any type of man-made stormwater facilities. The railroad tracks that run along the entire western boundary of the site blocks off-site surface runoff from draining onto the property. This site contains two streams: Old Field Creek and a small tributary are located on the southernmost edge of the site and an existing stream and the pond form the northern boundary line of the Special Use Permit. Both drainage systems flow from west to east and discharge off-site under Interstate 40. Approximately 70 percent of the site drains into Old Field Creek and its tributary, with the remainder of the site draining to the northern creek.

The applicant's Stormwater Impact Statement states that no existing off-site drainage will be introduced into the project's area of development and the existing streams and natural channels at the site will not be impacted by the proposed development. The proposed stormwater management for this site includes the use of two wet stormwater ponds, infiltration ditches, seven bio-retention areas, filter strips, 40,000 gallons of underground stormwater re-use tanks, 40,000 square feet of permeable pavement areas and level spreaders.

The submitted application states that the proposed development will comply with the Land Use Management Ordinance requirements for rate, volume and water quality controls.

We recommend that, prior to the issuance of a Zoning Compliance Permit, the applicant submit a Stormwater Management Plan for review and approval by the Town Manager. We recommend that the plan be based on the 1-year, 2-year, and 25-year frequency, 24-hour duration storms, where the post-development stormwater run-off rate shall not exceed the pre-development rate and the post-development stormwater runoff volume shall not exceed the pre-development volume for the local 2-year frequency, 24-hour duration storm event. Engineered stormwater facilities must also remove 85% total suspended solids and treat the first inch of precipitation

utilizing NC Division of Water Quality design standards. We recommend that the approved Stormwater Management Plan include the stormwater features as proposed on the submitted grading and drainage plan sheets.

Erosion Control: We recommend that a soil erosion and sedimentation control plan (including provisions for maintenance of facilities and modification of the plan if necessary), be approved by the Orange County Erosion Control Officer, and that a copy of the approval be provided to the Town Manager prior to the issuance of a Zoning Compliance Permit.

Utilities and Service Issues

Refuse Management: The proposed plan includes a provision for four refuse and recycling facilities. We recommend that a Solid Waste Management Plan, including provisions for recycling and for managing and minimizing construction debris and demolition waste shall be approved by the Town Manager prior to issuance of a Zoning Compliance Permit.

We recommend that all new drive aisles needed to access refuse containers be constructed of heavy duty pavement. The final plans must include a detail of this pavement section. We also recommend that the final plans confirm that no overhead obstruction or utility wires will interfere with service vehicle access or operation. These standard stipulations are included in Resolution A.

Utilities: An existing overhead electric line runs east to west across the northern part of site, extending beyond Interstate 40 and Millhouse Road. A second overhead electric line splits off this east/west line and runs due south through the site toward Eubanks Road. The applicant intends to tie into this utility service line in order to provide electrical power to the proposed development site.

We understand that in order to provide adequate electric service to this proposed development, the utility provide, Piedmont Electric Membership Cooperative, may upgrade the existing overhead line entering the site from Interstate 40, to a 3-phase line. We understand that the proposed utility corridor for this future 3-phase electric line is located within a cleared utility corridor and does not required the removal of additional vegetation.

Except for that portion of the existing electric line that runs through the Resource Conservation District and the potential 3-phase line upgrade, the applicant intends to install all existing and proposed utility lines underground. We recommend that, except for the potential 3-phase line, all existing and proposed electric utility lines, including the existing line in the Resource Conservation District, be installed underground. We recommend that where practical, installation of underground electric utility lines occur outside the boundaries of the Resource Conservation District. This recommendation has been incorporated into Resolution A.

Water, sewer and natural gas service must be extended to this proposed development site. The applicant is proposing to install approximately 6,600 feet of water line between an existing water line near the Airport Road/Eubanks Road intersection and the main entrance to the site. Specifically the off-site water line improvements include:

- a) 16-inch water line, in the Eubanks Road right-of-way, between Airport Road and Millhouse Road.
- b) 8-inch water line, in the Millhouse Road right-of-way, between Eubanks Road and the proposed development site.

The extension of sewer service to this property requires the construction of a pump station (on-site) and installation of approximately 4,300 feet of sewer line. Sewer line improvements include:

- a) Install a sewer force main between the proposed pump station at the southeast corner of the site and the Larkspur pump station off of Eubanks Road. Portions of this infrastructure are proposed to be located within the Eubanks Road right-of-way, across a portion of the Eubanks Road Park and Ride Lot and on private property upon which the applicant has obtained an easement.
- b) Install a gravity sewer line between the Larkspur pump station and the proposed pump station near Old Field Creek. Portions of this infrastructure are proposed to be located within the Millhouse Road and Eubanks Road right-of-way, and on two private properties upon which the applicant is actively pursuing utility easements.

Completion of this work will result in the abandonment of a smaller pump station that currently provides service to the Larkspur Subdivision.

Construction associated with a portion of the off-site sewer utility will require clearing a utility corridor of between 30 to 40 feet in width. It is our belief that portions of the proposed off-site location for the construction associated with the gravity sewer are in the Resource Conservation District along Old Field Creek.

A natural gas line will also be extended to this site from Eubanks Road within the Millhouse Road right-of-way.

Prior to occupancy of the initial phase of the proposed development, the applicant is proposing to install all of the above described off-site utility improvements.

We recommend that the Council approval of this Special Use Permit include authorization for the installation of the proposed off-site improvements. We also recommend that the limits of land disturbance and tree protection fencing for all off-site improvements, including land disturbance within existing or proposed right-of-way be shown on a Landscape Protection Plan, to be approved by the Town Manager prior to issuance of a Zoning Compliance Permit.

We recommend that detailed utility plans be reviewed and approved by OWASA, Piedmont Electric Membership Cooperative, Public Service Company, BellSouth, Time Warner Cable and the Town Manager prior to issuance of a Zoning Compliance Permit. We have included these standard stipulations in Resolution A.

Fire Safety: All of the proposed buildings on this site will include sprinkler systems. We have included our standard stipulation requiring that a fire flow report sealed by a professional engineer, be submitted for review and approval by the Town Manager prior to the issuance of a Zoning Compliance Permit.

Miscellaneous Issues

Construction Management Plan: We recommend that a Construction Management Plan, indicating how construction vehicle traffic will be managed, be approved by the Town Manager prior to the issuance of a Zoning Compliance Permit.

Traffic and Pedestrian Control Plan: We recommend that a Traffic Management Plan for movement of motorized and non-motorized vehicles on any public streets (maintained and operated by the Town or the NCDOT) that will be disrupted during construction, including detour information and a Pedestrian Management Plan indicating how pedestrian movements on or adjacent to public rights-of-way will be safely maintained, be reviewed and approved by the Town Manager prior to the issuance of a Zoning Compliance Permit.

Land Use Plan

The Land Use Plan, a component of the Comprehensive Plan, adopted by the Council on May 8, 2000, identifies this area as a Potential Public Works Facility.

Special Use Permit Findings

For approval of a Special Use Permit, the Council must make the following findings, as set forth in Section 4.5.2 of the Land Use Management Ordinance:

- (a) 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;
- (b) That the use or development complies with all required regulations and standards of this Chapter, including all applicable provisions of Sections 3, and 5, the applicable specific standards contained in Supplemental Use Regulations (Section 6), and with all other 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 as embodied in this Chapter and in the Comprehensive Plan.

Upon review of the application and information that has been submitted to date, our preliminary recommendation is that finding a), b), d) and that c) the use or development is a public necessity, can be made.

CONCLUSION

Based on information available at this stage of the application review process, we believe that the proposal, with the conditions and modifications in Resolution A, meets the requirements of the applicable sections of the Land Use Management Ordinance and Design Manual, and that the proposal conforms with the Comprehensive Plan.

Resolutions A would approve the application with conditions. Resolution D would deny the application.

PROJECT FACT SHEET REQUIREMENTS

Check List of Regulations and Standards *Special Use Permit Application*

Town Operations Facility	Compliance	Non-Compliance
Use Permitted	√	
Min. Gross Land Area	√	
Min. Lot Size	√	
Min. Lot Width	√	
Max. Floor Area	√	
Impervious Surface Limits	√	
Landscape Buffer Requirements	√	
Treatment of Stormwater Quality, Volume, and Rate	√	
Min. Outdoor Space	√	
Min. # Parking Spaces	If granted requested modification of Section 5.9.7	
Max. # Dwelling Units	N/A	
Min. Street Setback	√	
Min. Interior Setback	√	
Min. Solar Setback	√	
Max. Height Limit	If granted requested modification of Section 3.8.1	
Min. Landscape Buffers	√	

N/A = Not Applicable

Prepared: March 5, 2004

(69)

ATTACHMENT 3
RESOLUTION A
(Town Manager's Preliminary
Recommendation)

A RESOLUTION APPROVING AN APPLICATION FOR A SPECIAL USE PERMIT FOR THE TOWN OF CHAPEL HILL, TOWN OPERATIONS CENTER

BE IT RESOLVED by the Council of the Town of Chapel Hill that it finds that the Special Use Permit application proposed by The Town of Chapel Hill on property identified as Chapel Hill Township Tax Maps 7.18..4, 7.19..23, 7.19..23G, and 7.19..23H (PIN 9870890971, 9871728102, 9871806829, and 9871809160), if developed according to the site plans dated February 25, 2004.

1. Would be located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare;
2. Would comply with all required regulations and standards of this Chapter, including all applicable provisions of Sections 3 and 5, the applicable specific standards contained in the Supplemental Use Regulations (Section 6), and with all other applicable regulations;
3. Is a use and development that constitutes a public necessity; and
4. Would conform with the general plans for the physical development of the Town as embodied in this Chapter and in the Comprehensive Plan.

BE IT FURTHER RESOLVED by the Town Council of Chapel Hill that it finds, in this particular case, pursuant to Section 4.5.6 of the Land Use Management Ordinance, that the following specific modifications of regulations satisfy public purposes to an equivalent or greater degree:

1. Modification of the minimum parking regulations in Section 5.9.7 of the Land Use Management Ordinance, to allow a minimum of 287 parking spaces.
2. Modification of the dimensional regulations in Section 3.8.1 of the Land Use Management Ordinance, to allow a secondary height of 55 feet.

Said public purposes being that: a) The proposed number of parking spaces is based on a vehicle needs study that specifically addressed the employee and visitor parking space requirements for the proposed development and does not justify the need for additional parking spaces; b) The study indicates that the proposed 287 parking spaces will meet the existing and future needs of the facility; c) Minimizing the number of parking spaces will preserve trees, natural areas and decrease the amount of impervious surface area and stormwater runoff; d) Construction of vehicle maintenance buildings in excess of the maximum secondary building height will permit sufficient height to allow daylighting components including upper story space for windows; e) Additional height will allow the construction of vehicle maintenance buildings that permit the installation of high vehicle service bay necessary to work on large vehicles such as Town buses, and large Public Works vehicles such as fire trucks, and refuse trucks; and f) Lower building

heights would not permit the construction of a sloped roof, which requires less long term maintenance than a flat roof and facilitates construction of a rainwater collection system.

BE IT FURTHER RESOLVED that the Town Council hereby approves the application for a Special Use Permit for the Town of Chapel Hill, Town Operations Center in accordance with the plans listed above and with the conditions listed below:

Stipulations Specific to the Development

1. That construction begins _____ (two years from approval date) and be completed _____ (thirty years from approval date).
2. Land Use Intensity: This Special Use Permit authorizes a public service facility and a public use facility with land use intensity requirements and dimensional standards as specified below:

Land Use Intensity	
Net Land Area	53.78 acres
Total # of Buildings	6 (not including secondary outbuildings and storage areas)
Permitted Building Area	168,632 sq ft (including 137,034 sq ft of floor area)
Permitted Floor Area	137,034 sq ft
Impervious Surface Area	870,875 sq ft
Minimum # of Parking Spaces	287
Minimum # of Bicycle Spaces	57
Maximum Building Height (Public Works and Transportation Vehicle Maintenance Buildings)	55 feet

Stipulations Related to Transportation Issues

3. Off-Site Roadway Improvements: That prior to occupancy, subject to approval from the North Carolina Department of Transportation and if adequate right-of-way can be obtained, the applicant shall construct the following roadway improvements:
 - Eubanks Road:
 - a) Improve the turning radii at the Airport Road intersection as necessary to accommodate buses and large service vehicles.
 - b) Construct a 300-foot east bound left-turn storage lane at the Airport Road intersection.
 - c) Construct a westbound right-turn lane onto Millhouse Road.

- Millhouse Road:

- a) Improvements at the southbound approach to Eubanks Road shall include: Widen roadway (36-foot pavement width) to accommodate three travel lanes-- one 12-foot wide northbound travel lane, one 12-foot wide southbound left-turn lane onto Eubanks Road, and one 12-foot wide southbound right-turn lane onto Eubanks Road.
- b) Improvements between Eubanks Road and the proposed development site shall include: Widen roadway to accommodate two 12-foot wide travel lanes, two 5-foot wide striped bike lanes, curb and gutter on both sides of the road, and a 5-foot wide sidewalk -along the east side of the roadway.
- c) Relocate the railroad crossing to realign with the proposed northern entrance to the development. Install a four-way stop at the intersection.

- Traffic Signal:

That a fully activated traffic signal shall be installed at the Eubanks Road/Millhouse Road intersection.

That the final design of roadway improvements, including the traffic signal, must be reviewed and approved by the North Carolina Department of Transportation and the Town Manager, prior to issuance of a Zoning Compliance Permit.

4. Encroachment Permit: Prior to the issuance of a Zoning Compliance Permit, the applicant shall secure and provide an encroachment agreement from the North Carolina Department of Transportation for all work within the State maintained roadway right-of-ways
5. Parking Lot Standards: That all parking lots, drive aisles and parking spaces shall be constructed to Town standards.
6. Greenway Trail: That the approval of this Special Use Permit shall approve the conceptual location for that portion of the Rail and North Trails greenway network, adjacent to Interstate 40, as shown on the submitted site plans. That in those areas where it is anticipated that the final location of the future greenway trail will be adjacent to land disturbance associated with the initial phase development of the Operations Center, clearing and grading for the anticipated greenway corridor is permitted.
7. Lighting of Internal Sidewalk: That the proposed boardwalk, between the employee parking area and administration building on the Transportation portion of the site, shall comply with Section 5.11 (Lighting Standards) of the Land Use Management Ordinance. The lighting plan details must specify how the plan intends to provide adequate lighting to ensure the safety of pedestrians and security of property.

8. Bicycle Parking: That the development shall comply with the Town's Design Manual for bicycle parking design. Minimum number of bicycle parking spaces shall be provided as:

Minimum Number of Spaces	57
Number of Class I Spaces	29
Number of Class II Spaces	28

9. Transportation Management Plan: That prior to issuance of a Zoning Compliance Permit, the applicant prepare a Transportation Management Plan for approval by the Town Manager. The required components of the Transportation Management Plan shall include:
- Provision for designation of a Transportation Coordinator;
 - Provisions for an annual Transportation Survey and Annual Report to the Town Manager;
 - Quantifiable traffic reduction goals and objectives;
 - Ridesharing incentives;
 - Public transit incentives; and
 - Other measures determined appropriate by the Town Manager.
10. Traffic Control on Millhouse Road: That the applicant establishes a policy that restricts Town owned vehicles from traveling on that portion of Millhouse Road, south of the proposed entrance into the Public Works portion of the site, with exceptions for emergency conditions. The policy shall be reviewed and approved by the Town Manager prior to the issuance of a Zoning Compliance Permit.
11. Bus Shelter, Bench and Pad: At such time that bus service is extended into the Public Works portion of the facility, the applicant shall install shelters with bench and pads at the two proposed bus stops, subject to Town Manager approval.

Stipulations Related to Landscaping and Architectural Issues

12. Required Buffers: That the following landscape buffer be provided; and if any existing vegetation is to be used to satisfy the buffer requirements, the vegetation shall be protected by fencing from adjacent construction:

Location	Required Buffers
Interstate-40	100' wide Type E (including Conceptual Buffer Section B-B)
Millhouse Road	50' wide Type D (including Conceptual Buffer Section A-A)
Three property lines adjacent to Nunn property	Nunn north & east property lines 30' wide Type C
	Nunn south property line 30' to 50' wide Type C
Southern property line between Millhouse Road and I-40	50' wide Type C

13. Installation of Solid Fence Along Neighboring 10.3 Acre Residential Parcel: That, except in the Resource Conservation District and near significant trees, the applicant shall install a solid fence long the north, east and south property line of the 10.3 acre parcel adjacent to the southern half of the proposed development site. In those areas where the installation could negatively impact significant or notable stands of trees, the fence shall not be installed and instead may be located within the applicant's landscape buffer area. Prior to installation, final location of the fence shall be field located and approved by the Town's Urban Forester.
14. Landscape Protection Plan: That a detailed Landscape Protection Plan, indicating which rare and specimen trees shall be removed and preserved, as well as all significant tree stands, and including Town standard landscaping protection notes, shall be approved by the Town Manager prior to issuance of a Zoning Compliance Permit. This plan shall also include rare and specimen trees and associated root zones within the land disturbance area associated with off-site utility infrastructure construction
15. Landscaping Plan: That a detailed landscape plan including a landscape maintenance plan, be approved by the Town Manager prior to issuance of a Zoning Compliance Permit. The landscape plan shall indicate the size, type, and location of all proposed plantings.
16. Tree Protection Fencing: That tree protection fencing be installed along the limits of all land disturbance, including that associated with off-site utility infrastructure construction, and that the location of this fencing be shown on the Landscape Protection Plan, to be approved by the Town Manager prior to issuance of a Zoning Compliance Permit.
17. Parking Lot Screening: That all parking areas shall be screened from view in accordance with the provisions of Section 5.6 of the Land Use Management Ordinance. The screening plans shall be approval by the Town Manager.
18. Building Elevations: That the Community Design Commission approve building elevations, including the location and screening of all HVAC/Air Handling Units, for this project, prior to issuance of a Zoning Compliance Permit.
19. Lighting Plan: That the Community Design Commission approve a lighting plan for this project prior to issuance of a Zoning Compliance Permit.

Stipulations Related to Environmental Issues

20. Land Disturbance in the Resource Conservation District: That land disturbance in the Resource Conservation District is authorized in accordance with Section 3.6.3 of the Land Use Management Ordinance.
21. Wetlands Location: That the applicant submits Final Plans which show the location of State or federally regulated wetlands on the site or in off-site locations associated with required infrastructure and roadway improvements. That any proposed disturbance of wetlands shall demonstrate compliance with applicable State and federal regulations.

22. Impervious Surface Limits: That the site shall comply with Section 3.8 of the Land Use Management Ordinance. Impervious surface area is authorized at 870,875 square feet.
23. Stormwater Management Plan: That prior to the issuance of a Zoning Compliance Permit the applicant shall submit a Stormwater Management Plan for review and approval by the Town Manager. The plan shall be based on the 1-year, 2-year, and 25-year frequency, 24-hour duration storms, where the post-development stormwater run-off rate shall not exceed the pre-development rate and the post-development stormwater runoff volume shall not exceed the pre-development volume for the local 2-year frequency, 24-hour duration storm event. Engineered stormwater facilities shall also remove 85% total suspended solids and treat the first inch of precipitation utilizing NC Division of Water Quality design standards.
24. Aeration of Stormwater Ponds: That if practicable, the applicant shall install aeration devices or similar water circulation equipment, in the proposed stormwater management ponds. The final type and design of the aeration device shall be review and approved by the Town Manager.
25. Storm Drainageway Easement: That all stormwater management improvements, outside public right-of-way, shall be located inside reserved storm drainageway easements, in accordance with Town guidelines, to be approved by the Town Manager prior to the issuance of a Zoning Compliance Permit.
26. Stormwater Operations and Maintenance Plan: That the applicant shall provide a Stormwater Operations and Maintenance Plan for all engineered stormwater facilities.
27. State or Federal Approvals: That any required State or federal permits or encroachment agreements must be approved by the appropriate agencies and copies of the approved permits be submitted to the Town Manager prior to the issuance of a Zoning Compliance Permit.
28. Erosion Control: That a detailed soil erosion and sedimentation control plan, including provision for maintenance of facilities and modifications of the plan if necessary, be approved by the Orange County Erosion Control Officer and the Town Manager prior to issuance of a Zoning Compliance Permit.
29. Silt Control: That the applicant takes appropriate measures to prevent and remove the deposit of wet or dry silt on adjacent paved roadways.
30. Noise Certification: That the final plan application shall include a signed and sealed letter from a Professional Engineer, licensed in the State of North Carolina and with demonstrable expertise in acoustical design and attenuation practices, certifying that any increase in measurable noise will not exceed noise levels allowed in the Town Noise Ordinance as established at the time the final plan application is approved by the Town. This noise restriction shall not apply to property that is in the same ownership as property owned by the applicant.
31. Lighting Plan Certification: That the final plan application complies with the lighting standards in the Land Use Management Ordinance.

Stipulations Related to Utility and Service Issues

32. Off-Site Utility Improvements: That prior to occupancy of any new structures the applicant shall construct the following utility improvements:
- Water Line:
 - a) 16-inch water line, in the Eubanks Road right-of-way, between Airport Road and Millhouse Road.
 - b) 8-inch water line, in the Millhouse Road right-of-way, between Eubanks Road and the proposed development site.
 - Sewer Lines:
 - a) Sewer force main between the proposed pump station at the southeast corner of the site and the Larkspur pump station off of Eubanks Road.
 - b) Gravity sewer line between the Larkspur pump station and the proposed pump station near Old Field Creek, if the applicant can obtain necessary utility easements.
 - Natural Gas:

A natural gas line shall be extended to this site from Eubanks Road within the Millhouse Road right-of-way.
33. Off-Site Utility Infrastructure Construction: That approval of this Special Use Permit shall authorize the installation of off-site utility infrastructure.
34. Off-Site Utility Easement: That off-site utility easements, authorizing the installation of the required sewer and water line improvements shall be provided and approved by the Town Manager and OWASA and recorded at the Orange County Register of Deeds Office prior to the issuance of a Zoning Compliance Permit.
35. Solid Waste Management Plan: That a Solid Waste Management Plan, including provisions for recycling, and for managing and minimizing construction debris and removal of existing residential debris piles, shall be approved by the Town Manager prior to issuance of a Zoning Compliance Permit.
36. Heavy Duty Pavement: That all new drive aisles needed to access refuse containers shall be constructed of heavy duty pavement. The final plans must include a detail of this pavement section.
37. Overhead Obstruction/Utility Lines: That the final plans included details verifying that no overhead obstruction or utility wires will interfere with service vehicle access or operation.
38. Utility/Lighting Plan Approval: That the final Utility/Lighting Plan be approved by Piedmont Electric Membership Cooperative, Orange Water and Sewer Authority, BellSouth, Public Service Company, Time Warner Cable, and the Town Manager prior to issuance of a Zoning Compliance Permit.

39. Utility Line Placement: That all new utility lines shall be placed underground. Where practicable, underground utilities shall be located outside of the Resource Conservation District. The applicant shall indicate proposed off-site utility line routing and upgrades required to service the site on Final Plans, to be approved by the Town Manager prior to issuance of a Zoning Compliance Permit.
40. Fire Flow: That a fire flow report, shall be prepared and sealed by a registered professional engineer, which certifies that flows meet the minimum requirements of the Town Design Manual, to be approved by the Town Manager prior to issuance of a Zoning Compliance Permit.

Stipulations Related to Miscellaneous Issues

41. Construction Management Plan: That a Construction Management Plan, indicating how construction vehicle traffic will be managed, shall be approved by the Town Manager prior to the issuance of a Zoning Compliance Permit.
42. Traffic and Pedestrian Control Plan: That a Traffic Management Plan for movement of motorized and non-motorized vehicles on any public street that will be disrupted during construction, including detour information and a pedestrian management plan indicating how pedestrian movements will be safely maintained shall be reviewed and approved by the Town Manager prior to the issuance of a Zoning Compliance Permit.
43. Open Burning: That the open burning of trees, limbs, stumps and construction debris association with this development is prohibited unless it is demonstrated to the Town Manager or his designee that no reasonable alternative means are available for removal of the materials from the subject property. The Fire Marshall may establish safety standards, which must be met in order to receive a permit.
44. Detailed Plans: That final detailed site plans, grading plans, utility/lighting plans, stormwater management plans (with hydrologic calculations), and landscape plans and landscape maintenance plans be approved by the Town Manager prior to issuance of a Zoning Compliance Permit, and that such plans conform to the plans approved by this application and demonstrate compliance with all applicable conditions and the design standards of the Land Use Management Ordinance and the Design Manual.
45. As-Built Plans: That as-built plans in DXF binary format using State plane coordinates, shall be provided for street improvements and all other existing or proposed impervious surfaces.
46. Certificates of Occupancy: That no Certificates of Occupancy shall be issued until all required public improvements are completed; and that a note to this effect shall be placed on the final plat.

That if the Town Manager approves a phasing plan, no Certificates of Occupancy shall be issued for a phase until all required public improvements for that phase are complete; no Building Permits for any phase shall be issued until all public improvements required in

previous phases are completed to a point adjacent to the new phase, and if applicable a note to this effect shall be placed on the final plan and/or plat.

47. Construction Sign: That the applicant shall post a construction sign that lists the property owner's representative and telephone number, the contractor's representative and telephone number, and a telephone number for regulatory information at the time of issuance of a Building Permit, prior to the commencement of any land disturbing activities. The construction sign may have a maximum of 16 square feet of display area and may not exceed 6 feet in height. The sign shall be non-illuminated, and shall consist of light letters on a dark background.
48. Continued Validity: That continued validity and effectiveness of this approval is expressly conditioned on the continued compliance with the plans and conditions listed above.
49. Non-severability: That if any of the above conditions is held to be invalid, approval in its entirety shall be void.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby approves the application for the Special Use Permit application for the Town of Chapel Hill, Town Operations Center in accordance with the plans and conditions listed above.

This the _____ day of _____, 2004.

**ATTACHMENT 4
RESOLUTION B**

(Planning Board Recommendation)

A RESOLUTION APPROVING AN APPLICATION FOR A SPECIAL USE PERMIT FOR THE TOWN OF CHAPEL HILL, TOWN OPERATIONS CENTER

BE IT RESOLVED by the Council of the Town of Chapel Hill that it finds that the Special Use Permit application proposed by The Town of Chapel Hill on property identified as Chapel Hill Township Tax Maps 7.18..4, 7.19..23, 7.19..23G, and 7.19..23H (PIN 9870890971, 9871728102, 9871806829, and 9871809160), if developed according to the site plans dated February 25, 2004.

1. Would be located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare;
2. Would comply with all required regulations and standards of this Chapter, including all applicable provisions of Sections 3 and 5, the applicable specific standards contained in the Supplemental Use Regulations (Section 6), and with all other applicable regulations;
3. Is a use and development that constitutes a public necessity; and
4. Would conform with the general plans for the physical development of the Town as embodied in this Chapter and in the Comprehensive Plan.

BE IT FURTHER RESOLVED by the Town Council of Chapel Hill that it finds, in this particular case, pursuant to Section 4.5.6 of the Land Use Management Ordinance, that the following specific modifications of regulations satisfy public purposes to an equivalent or greater degree:

1. Modification of the minimum parking regulations in Section 5.9.7 of the Land Use Management Ordinance, to allow a minimum of 287 parking spaces
2. Modification of the dimensional regulations in Section 3.8.1 of the Land Use Management Ordinance, to allow a secondary height of 55 feet.

Said public purposes being that: a) The proposed number of parking spaces is based on a vehicle needs study that specifically addressed the employee and visitor parking space requirements for the proposed development and does not justify the need for additional parking spaces; b) The study indicates that the proposed 287 parking spaces will meet the existing and future needs of the facility; c) Minimizing the number of parking spaces will preserve trees, natural areas and decrease the amount of impervious surface area and stormwater runoff; d) Construction of vehicle maintenance buildings in excess of the maximum secondary building height will permit sufficient height to allow daylighting components including upper story space for windows; e) Additional height will allow the construction of vehicle maintenance buildings that permit the installation of high vehicle service bay necessary to work on large vehicles such as Town buses, and large Public Works vehicles such as fire trucks, and refuse trucks; and f) Lower building

heights would not permit the construction of a sloped roof, which requires less long term maintenance than a flat roof and facilitates construction of a rainwater collection system.

BE IT FURTHER RESOLVED that the Town Council hereby approves the application for a Special Use Permit for the Town of Chapel Hill, Town Operations Center in accordance with the plans listed above and with the conditions listed below

1. Resolution A: That all of the stipulations in Resolution A shall apply to the proposed development unless modified or superseded by those stipulations below.
2. Deleted Stipulation: That the stipulation regarding the Bus Shelter, Bench and Pad, shall be deleted.
3. Modified Stipulation: That the stipulation regarding the Installation of Perimeter Fence Along Neighboring 10.3 Acre Residential Parcel, shall be modified to require a wooden fence.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby approves the application for the Special Use Permit application for the Town of Chapel Hill, Town Operations Center in accordance with the plans and conditions listed above.

This the ____ day of _____, 2004.

80

ATTACHMENT 5
RESOLUTION C
 (Transportation Board Recommendation)

A RESOLUTION APPROVING AN APPLICATION FOR A SPECIAL USE PERMIT FOR THE TOWN OF CHAPEL HILL, TOWN OPERATIONS CENTER

BE IT RESOLVED by the Council of the Town of Chapel Hill that it finds that the Special Use Permit application proposed by The Town of Chapel Hill on property identified as Chapel Hill Township Tax Maps 7.18..4, 7.19..23, 7.19..23G, and 7.19..23H (PIN 9870890971, 9871728102, 9871806829, and 9871809160), if developed according to the site plans dated February 25, 2004.

1. Would be located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare;
2. Would comply with all required regulations and standards of this Chapter, including all applicable provisions of Sections 3 and 5, the applicable specific standards contained in the Supplemental Use Regulations (Section 6), and with all other applicable regulations;
3. Is a use and development that constitutes a public necessity; and
4. Would conform with the general plans for the physical development of the Town as embodied in this Chapter and in the Comprehensive Plan.

BE IT FURTHER RESOLVED by the Town Council of Chapel Hill that it finds, in this particular case, pursuant to Section 4.5.6 of the Land Use Management Ordinance, that the following specific modifications of regulations satisfy public purposes to an equivalent or greater degree:

1. Modification of the minimum parking regulations in Section 5.9.7 of the Land Use Management Ordinance, to allow a minimum of 287 parking spaces.
2. Modification of the dimensional regulations in Section 3.8.1 of the Land Use Management Ordinance, to allow a secondary height of 55 feet

Said public purposes being that: a) The proposed number of parking spaces is based on a vehicle needs study that specifically addressed the employee and visitor parking space requirements for the proposed development and does not justify the need for additional parking spaces; b) The study indicates that the proposed 287 parking spaces will meet the existing and future needs of the facility; c) Minimizing the number of parking spaces will preserve trees, natural areas and decrease the amount of impervious surface area and stormwater runoff; d) Construction of vehicle maintenance buildings in excess of the maximum secondary building height will permit sufficient height to allow daylighting components including upper story space for windows; e) Additional height will allow the construction of vehicle maintenance buildings that permit the installation of high vehicle service bay necessary to work on large vehicles such as Town buses, and large Public Works vehicles such as fire trucks, and refuse trucks; and f) Lower building

heights would not permit the construction of a sloped roof, which requires less long term maintenance than a flat roof and facilitates construction of a rainwater collection system.

BE IT FURTHER RESOLVED that the Town Council hereby approves the application for a Special Use Permit for the Town of Chapel Hill, Town Operations Center in accordance with the plans listed above and with the conditions listed below

1. Resolution A: That all of the stipulations in Resolution A shall apply to the proposed development unless modified or superseded by those stipulations below.
2. Deleted Stipulation: That the stipulations regarding the Traffic Control on Millhouse Road, Installation of Perimeter Fence Along Neighboring 10.3 Acre Residential Parcel, Noise Certification, Lighting Plan Certification, Aeration of Stormwater Ponds, Lighting of Internal Sidewalk, and Bus Shelter, Bench and Pad, shall be deleted.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby approves the application for the Special Use Permit application for the Town of Chapel Hill, Town Operations Center in accordance with the plans and conditions listed above.

This the ____ day of _____, 2004.

ATTACHMENT 6
RESOLUTION D
(Denying the Special Use Permit)

82

A RESOLUTION DENYING AN APPLICATION FOR A SPECIAL USE PERMIT FOR THE TOWN OF CHAPEL HILL, TOWN OPERATIONS CENTER

BE IT RESOLVED by the Council of the Town of Chapel Hill that it finds that the Special Use Permit application proposed by The Town of Chapel Hill on property identified as Chapel Hill Township Tax Maps 7.18..4, 7.19..23, 7.19..23G, and 7.19..23H (PIN 9870890971, 9871728102, 9871806829, and 9871809160), if developed according to the site plans dated February 25, 2004,

1. Would not be located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare;
2. Would not comply with all required regulations and standards of this Chapter, including all applicable provisions of Sections 3 and 5, the applicable specific standards contained in the Supplemental Use Regulations (Section 6), and with all other applicable regulations;
3. Is not a use and development that constitutes a public necessity; and
4. Would not conform with the general plans for the physical development of the Town as embodied in this Chapter and in the Comprehensive Plan.

BE IT FURTHER RESOLVED by the Town Council of Chapel Hill that it finds, in this particular case, pursuant to Section 4.5.6 of the Land Use Management Ordinance, that the following specific modifications of regulations do not satisfy public purposes to an equivalent or greater degree:

1. Modification of the minimum parking regulations in Section 5.9.7 of the Land Use Management Ordinance, to allow a minimum of 287 parking spaces.
2. Modification of the dimensional regulations in Section 3.8.1 of the Land Use Management Ordinance, to allow a secondary height of 55 feet.

BE IT FURTHER RESOLVED that the Town Council hereby denies the application for a Special Use Permit for the Town Operations Center in accordance with the plans listed above and the reasons listed below:

(INSERT ADDITIONAL REASONS FOR DENIAL)

This the _____ day of _____, 2004.

83

SUMMARY OF TRANSPORTATION BOARD ACTION

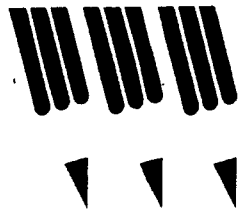
Subject: Town Operations Center Special Use Permit

Meeting Date: March 2, 2004

Recommendation: The Transportation Board voted to recommend approval of the Staff recommendation, with modifications, as presented on March 2, 2004. The Board vote was 6 - 0

Members Present: Cianciolo, Hintz, Schroeder, Howe, Koontz, Dasputre

Prepared By: George Cianciolo, Chair GC
David Bonk, Principal Transportation Planner DB



84

ATTACHMENT 8

CORLEY REDFOOT ZACK INC.

ARCHITECTS • ENGINEERS • PLANNERS

November 17, 2003
Revised Jan. 12, 2004
Revised Feb. 25, 2004

Town Operations Center
Town of Chapel Hill
Chapel Hill, North Carolina
Project #0226

STATEMENT OF JUSTIFICATION (SPECIAL USE PERMIT)

The Town of Chapel Hill is planning to construct a new Town Operations Center on an 88.6-acre site northeast of Millhouse Road, between I-40 and the railroad tracks. This new facility will replace the current municipal operations facility located off of Airport Road at Municipal Drive. The users of the new facility include all of the Public Works Department, as well as the Transportation Department and Housing Maintenance Division of the Public Housing Department. This application requests approximately 150,000 SF of facilities to include the following buildings:

- ◆ Transportation Department Administration and Operations
- ◆ Transportation Maintenance
- ◆ Public Works Administration
- ◆ Public Works Operations
- ◆ Public Works Fleet Maintenance
- ◆ Public Works Building Maintenance, with Public Housing Maintenance
- ◆ Surplus Storage
- ◆ Fuel and Wash Facilities

The initial phase of the project is anticipated to be completed by the end of 2006, with all additional phases completed by 2055.

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.

The new facility will be located on the northern edge of town, within an 88.6-acre site which is presently bordered by I-40 and the railroad tracks. The site will allow preservation of existing buffers of woods around its perimeter. The layout of the site will keep the large truck and bus storage areas next to I-40 to keep high noise levels as far away as possible, and away from office facilities and the few houses to the West of the site. There are two separate entrances into the facility to allow for separate movements by the buses and the Public Works vehicles. This separate arrangement will improve intersecting traffic along Millhouse Road and minimize potential vehicular conflicts on site. There will be a new traffic signal installed at Millhouse and Eubanks Road to improve safety.

The compound areas for Public Works and Transportation are enclosed and gated to protect Town vehicles and isolate the area from the public.

FINDING #2: That the use or development complies with all required regulations and standards of this Chapter, including all applicable provisions of Article 3 and 5, the applicable specific standards contained in the Supplemental Use Regulations (Article 6), and with all other application regulations:

This project will comply with all required regulations as specified in Finding #2, with the exception of two items. The first item involves Article 5.9.7, "Minimum Off-Street Parking Requirement". This project proposes a total of 287 parking spaces to be built in Phase I, whereas, by the regulation table, the minimum number should be 391 spaces. We feel this amount will meet the existing and future needs of the facility and can preserve trees and natural areas if these spaces are not built at this time. Parking spaces will not spill onto adjacent streets or properties. The locations of additional spaces have been designed for construction in Phase II, anticipated to be built in the next 49 years.

The number of parking spaces is based on an actual needs assessment based on the number and time-of-day scheduling of current and projected employees. Using a required parking space number based on the square footage of the proposed buildings (1 space for every 350 SF for a Public Use Facility), as outlined in the LUMO establishes a higher number of spaces than the number actually needed. Unlike Town Hall or the Library, for example, the Town Operations Center, although defined as a Public Use Facility, has a much smaller percentage of spaces needed for visitors and, in fact, functions more like a "Maintenance and/or Storage Facility, which is a zoning category where required parking is based on the number of employees rather than on building square footage. The use of most of the building square footage on the site is for maintenance and storage functions, rather than typical administrative or public use functions, which accounts for the difficulty in correctly estimating parking needs using a building square footage ratio in the case of the Town Operations Center. In summary, the Town Operations Center does not completely fit any one of the use categories of the LUMO and, therefore, no one of the calculated minimum parking numbers provided in the LUMO for the various categories reflects the actual needs.

The other non-complying item is the secondary height of the new buildings. The fleet buildings for this project will require a height sufficient to allow daylighting components. Table 3.8-1, Dimensional Matrix, has a maximum secondary height of 40'. These maintenance buildings require high bays to work on Town buses and large Public Works vehicles, such as, fire trucks and trash trucks. Additional heights are required to accommodate the clerestories needed for daylighting the workspace, which could be as high as 55'.

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:

The new Town Operations Center is a public necessity. The Transportation Department provides bus services to all areas of the Town. The Public Works Department provides trash collection, fleet maintenance, maintenance of road and other public facilities, all road service and maintenance activities for the residential areas of the Town.



FINDING #4; That the use or development conforms with the general plans for the physical development of the Town as embodied in this Chapter and in the Comprehensive Plan.

The Town Operations Center conforms with the general plans for the development of the Town as if falls within an existing property zoned MU-R-1, which permits construction of a public use facility. The site is designated on the Land Use Map of the Comprehensive Plan as "Public Works Site".

The project addresses the Comprehensive Plan as follows:

The project meets the objectives of Ssection 11 A-9, specifically to develop and implement a long-term solution for the Municipal Operations Facility.

The proposed center encourages the economic development goals expressed in the plan by providing for "institutional employees of medium scale" located in transit service areas. The proposed center incorporates sustainable development elements, such as, daylighting, water re-use, energy-efficient systems, recycling and re-use of materials.

The proposed center is designed to promote environmental sensitivity by utilizing already cleared areas to for the majority of the construction. The proposed center is designed to provide state-of-the-art treatment for stormwater runoff to minimize the effects of development at the site.

The buildings that are proposed take advantage of the natural areas that remain and create pedestrian connections and access to other parts of the site and the future Greenway system.

Bus stops and bike/motorcycle racks will accommodate alternate modes of transportation to the site.

0226-jus.t



87

TOWN OF CHAPEL HILL - PROJECT FACT SHEET

(Revised May 14, 2003)

Revised 02/20/04

Date: 11/14/03, Revised 01/08/04.

A. IDENTIFICATION OF DEVELOPMENT

Plans dated: 11/18/03 Tax Map 7 Block 18,19 Lot 4, 23, 236, 23H
 Parcel Identification Numbers (PINs) 9870890971, 981728102, 9871866829, 9871809160
 Name of Project: Town Operations Center
 Type of Request: Special Use Permit
 Use Group (Sec. 3.7-1): B - Public Use Facility Zoning District(s): MU-R-1

B. GROSS LAND AREA (Sec. 3.8-1)

Net Land Area (App. A) NLA 2,339,172 SF
 * Choose one of the following, or a combination, not to exceed 10% of the net land area figure.
 Credited Street Area (App. A) Total adjacent frontage x 1/2 width of the right-of-way CSA 12,000 SF
 Credited Open Space (App. A) Total adjacent frontage x 1/2 public or dedicated right-of-way COS ---
 TOTAL: GROSS LAND AREA (Sec. 2.51) NLA + (CSA and/or COS) = GLA (not to exceed NLA + 10%) GLA 2,351,172 SF

C. REQUIRED LAND USE INTENSITY (Sec. 3.8-1, 5.5)

(For multiple zoning districts, please attach a separate sheet with calculations)

Floor Area Ratio FAR .076 Maximum Floor Area (FAR x GLA) MFA 149,730 SF
 Impervious Surface Ratios * see attached worksheet
 • Low Density Option ISR 0.25 Maximum Impervious Surface or (ISR x GLA) MIS 605,217 SF
 • High Density Option ISR 0.5 Maximum Impervious Surface or (ISR x GLA) MIS 1,210,434 SF
 • High Density Non Residential Option ISR 0.7 Maximum Impervious Surface or (ISR x GLA) MIS 1,694,608 SF
 Recreation Space Ratio RSR --- Minimum Recreation Space (RSR x GLA) RSR N/A

D. DIMENSIONAL MATRIX REQUIREMENTS

(Based upon proposed plans)

DIMENSIONAL MATRIX REQUIREMENTS			Existing (sq.ft.)	Proposed (sq.ft.)	Total (sq.ft.)
Floor area	Floor Area on all Floors	FA	0	137,034	137,034
Principal Building Area	Floor Area on Ground Level	BA(1)	0	160,232	160,232
Garage Building Area	Enclosed Car Parking Area / Bus/Truck	BA(2)	0	21,833	21,833
Other Enclosed Building Area	Community Building, Storage, Etc.	BA(3)	0	3,000	3,000
Other Ground Level Building Area	Covered Porches, Breezeways, Car Parking (if underneath), Etc.	BA(4)	0	23,560	23,560
Building Area	BA(1)+BA(2)+BA(3)+BA(4)	BA	0	208,625	208,625
Basic Uncovered Area	GLA-BA	UA	0	2,142,547	2,142,547
Recreational Space (Sec. 5.5)		RS	N/A	N/A	N/A
*Gross Land Area with Impervious Surface			10,000	870,875	870,875
*Percentage of Gross Land area with Impervious Surface (Imper+GLA)			0.4 %	37 %	37 %
*If Located in the Watershed Protection District, Percentage of Impervious Surface on July 1, 1993			N/A		%

*Only if lot is less than 21,700sq.ft.

LOT SIZE	Required	Existing/Proposed
Lot Size (Sec. 3.8-1)	17,000	2,351,172 SF
Lot width (Sec. 3.8-1)	80	1150
Street Frontage Width (Sec. 3.8-1)	64	400 + 200 = 600

D. DIMENSIONAL MATRIX REQUIREMENTS (Cont.) (88)

SETBACKS AND HEIGHT		Required	Proposed
Setbacks (Sec 3.8, Table 3.8-1)	Street	28	45
	Interior	14	45
	Solar	17	50
Maximum Height (Sec. 3.8-1)	Primary	29	25
	Secondary	40	55

BUILDINGS/DWELLING UNITS	Required	Proposed	PARKING SPACES	Required	Proposed	Percent of Total Spaces
Number of Buildings	---	6	Regular Spaces	324	276	100%
Number of Dwelling Units	N/A	N/A	Compact Spaces	---	0	0%
Number of Efficiency Units	N/A	N/A	Handicap Spaces	8	11	
Number of Single Bedroom Units	N/A	N/A	Total Spaces	392	287	NA
Number of 2 Bedroom Units	N/A	N/A	Loading Spaces		4	NA
Number of 3 Bedrooms Units	N/A	N/A	Other (motorcycle)		6	

E. LANDSCAPE BUFFERYARDS (Sec 5.6)

Location	Required Minimum Width	Proposed Width
1. Eastern property line	100' Type E	100'
2. Western property line	30' Type D	100'
3. Southern property line	20' Type C	30' with supplem. plantings + Fence
4. Western property line	20' Type C	50'
5. Northern property line	20' Type C	50'
6. Southern property line	20' Type C	50'

UTILITIES (✓ which applies)				
Water	Sewer	Electric Service	Telephone Service	Solid Waste Collection
OWASA yes	OWASA yes	Underground yes	Underground yes	Town yes
# Well(s)	# Septic Tank(s)	Above Ground	Above Ground	Private
Community Well(s)	Comm. Package Plant			

*NOTE: Public water and sewer required if located inside Urban Service Boundaries.

Other	10-15%	>15-25%	>25%
Area in Slope Interval*			
Soil Type(s) On Lot	GeB, GeC - Georgeville		HuB, EnB

* Only required for lots created after January 27, 2003.

G. ADJOINING or CONNECTING STREETS

STREET NAME	Right-of-Way Width	Pavement Width	No. of Lanes	Paved or Unpaved?	Existing Sidewalk (Yes/No)	Existing Curb/Gutter (Yes/No)
Millhouse Road	60'	20'	2	paved	no	no

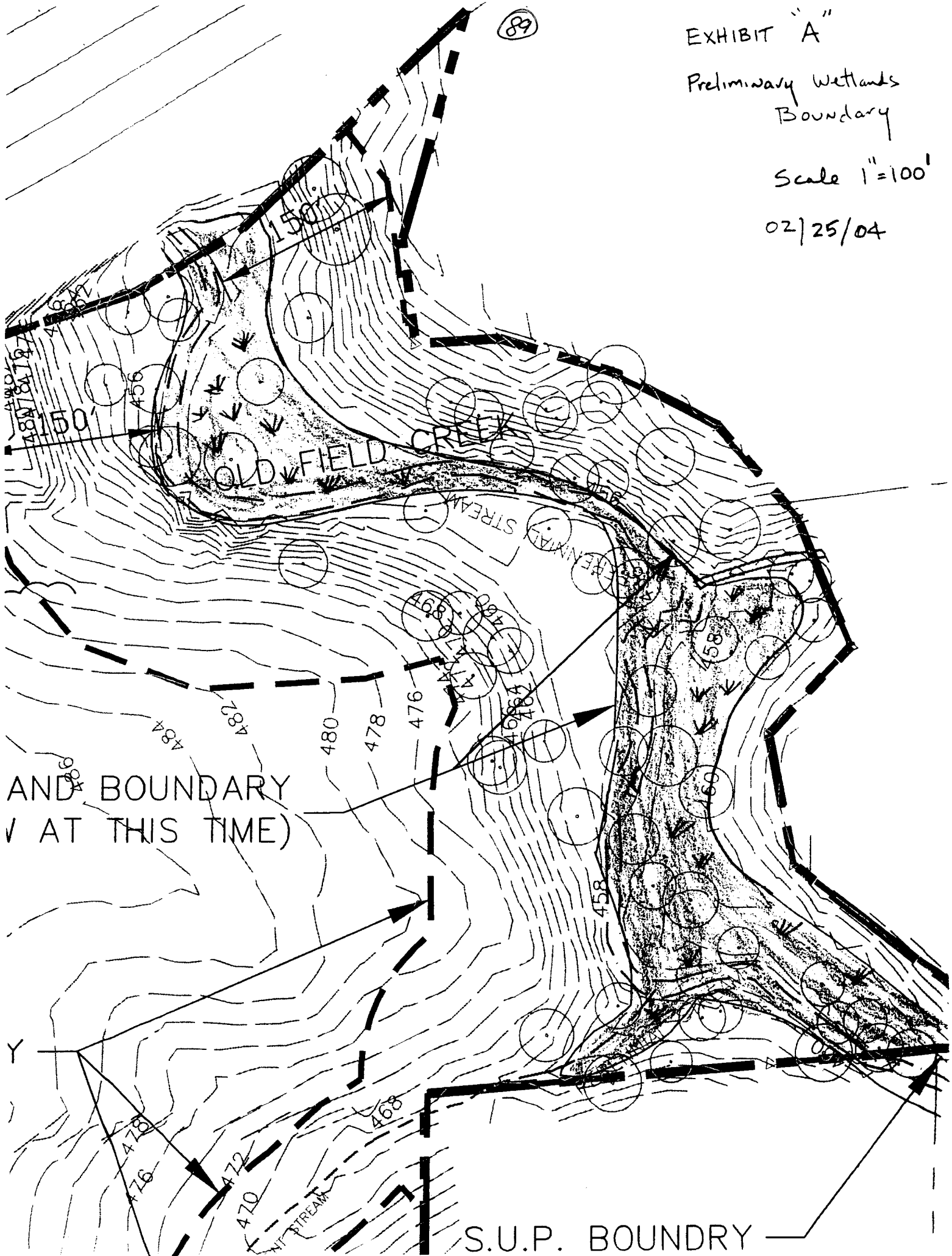
* Modifications to the LUMO

EXHIBIT "A"

Preliminary Wetlands
Boundary

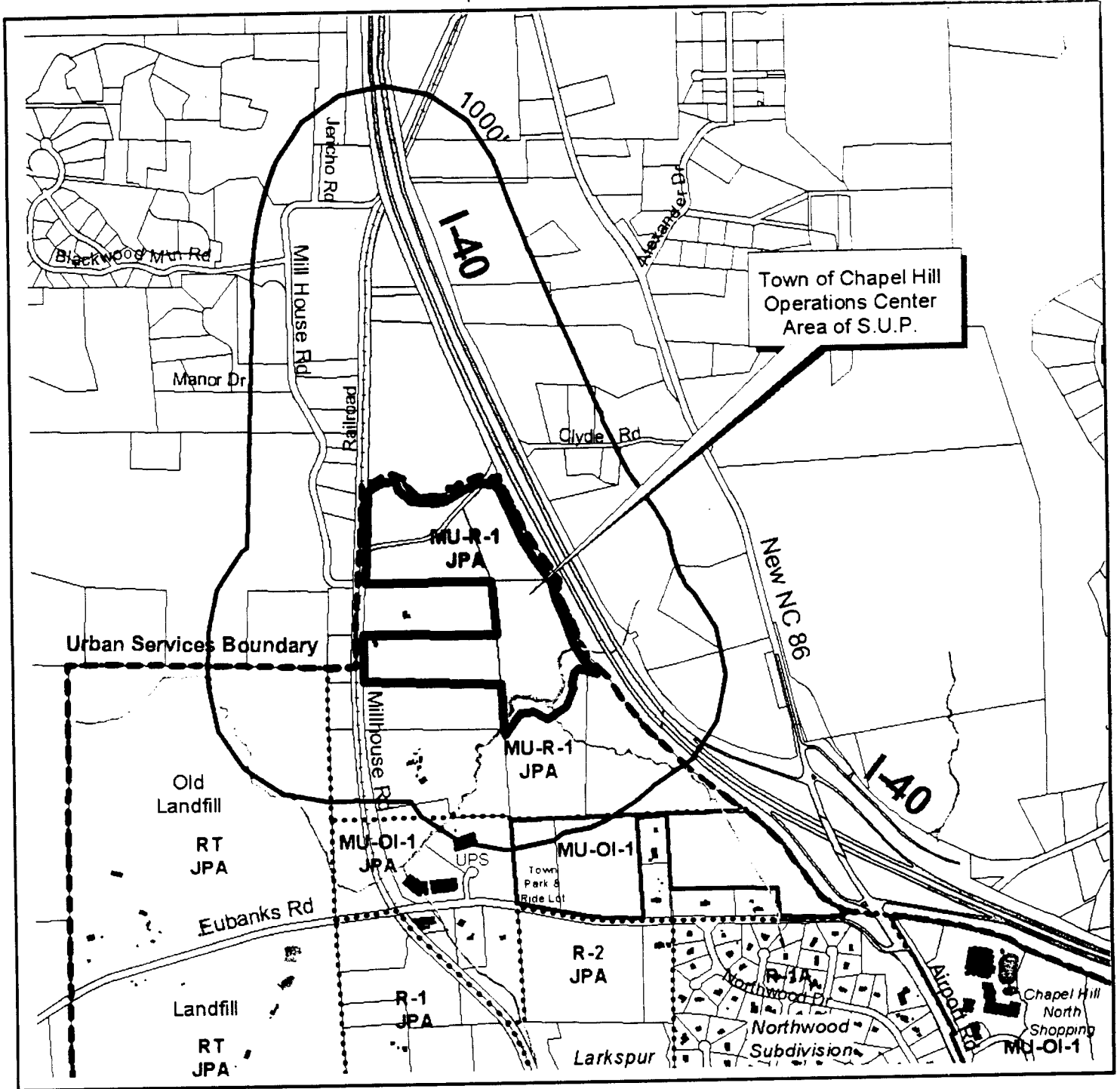
Scale 1"=100'

02/25/04



Area Map 90
 Town of Chapel Hill Operations Center
 Special Use Permit

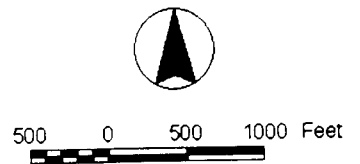
ATTACHMENT 10



Town of Chapel Hill
Operations Center
Area of S.U.P.

- Future Town of Chapel Hill Operations Center
- Area of Operations Center Special Use Permit
- Urban Services Boundary
- Chapel Hill City Limits
- Chapel Hill Zoning
- Buildings

J.P.A. Joint Planning Agreement between
Orange Co., Chapel Hill and Carrboro

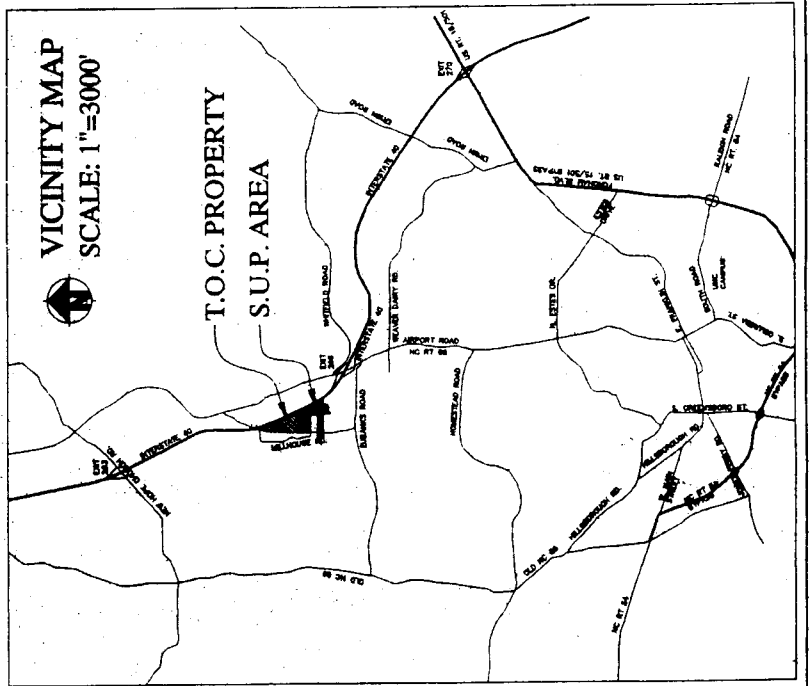


GIS Map prepared by
Chapel Hill Planning

Public Hearing
March 15, 2004

TOWN OPERATIONS CENTER FOR THE TOWN OF CHAPEL HILL

SPECIAL USE PERMIT APPLICATION
CHAPEL HILL, NORTH CAROLINA
FEBRUARY 25, 2004



INDEX OF DRAWINGS:

- C0.1 COVER SHEET
- SA.1 AREA MAP
- SA.2 SITE ANALYSIS PLAN
- SA.3 OFF-SITE IMPROVEMENTS PLAN
- C1.0 EXISTING CONDITIONS
- C2.0 COMPREHENSIVE FACILITY PLAN
- C2.1 SPECIAL USE PERMIT P.W. SITE PLAN
- C2.2 SPECIAL USE PERMIT TRANSPORTATION SITE PLAN
- C3.0 COMPREHENSIVE GRADING AND DRAINAGE PLAN
- C3.1 ENLARGED P.W. GRADING AND DRAINAGE PLAN
- C3.2 ENLARGED TRANSPORTATION GRADING AND DRAINAGE PLAN
- C3.3 LANDSCAPE PROTECTION PLAN 1
- C3.4 LANDSCAPE PROTECTION PLAN 2
- C4.0 COMPREHENSIVE UTILITY PLAN
- C4.1 ENLARGED P.W. UTILITY PLAN
- C4.2 ENLARGED TRANSPORTATION UTILITY PLAN
- A1.0 BUILDING ELEVATIONS 1
- A1.1 BUILDING ELEVATIONS 2

ATTACHMENT 11



(16)

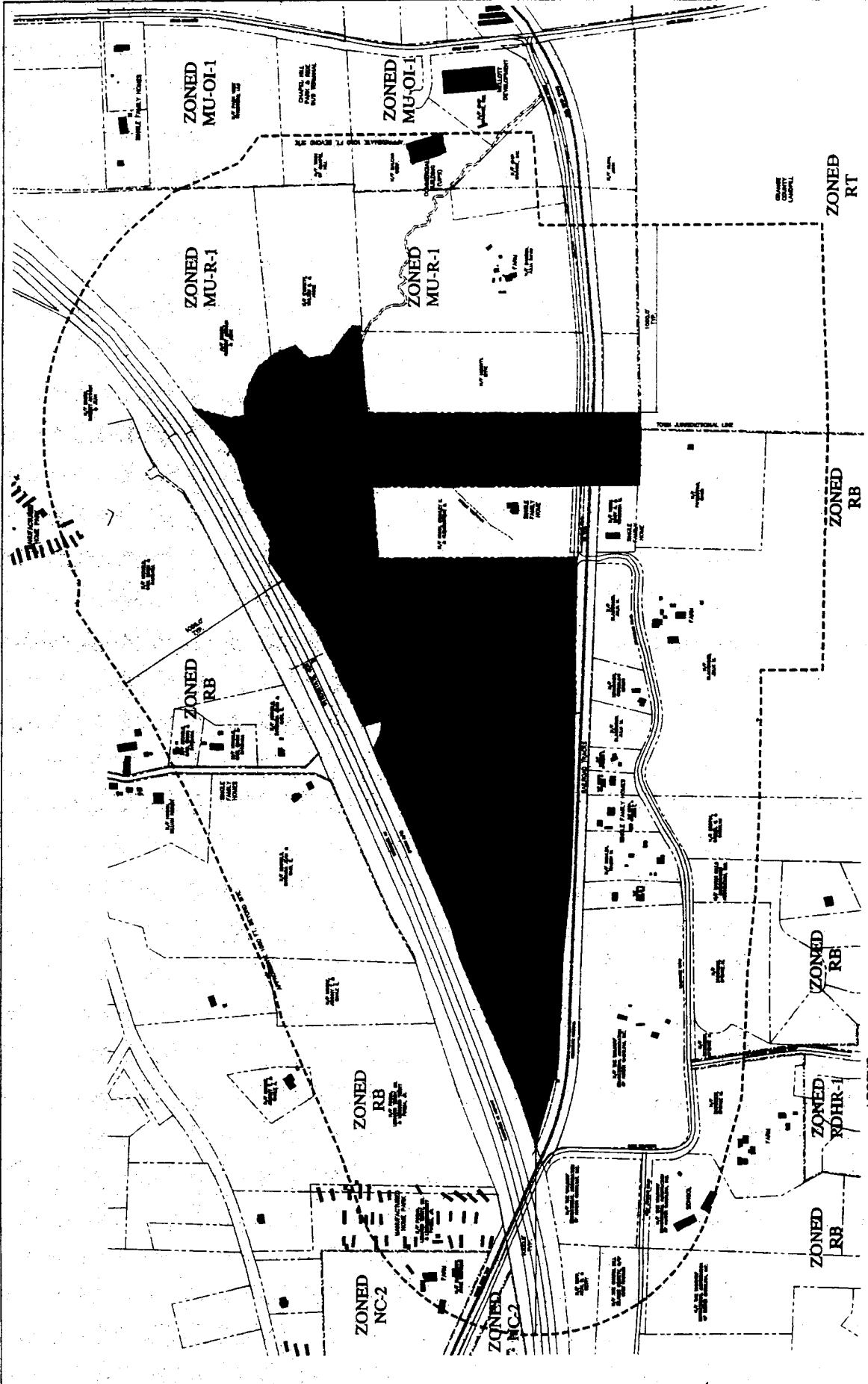


(92)



SITE
AREA
MAP

SA.1



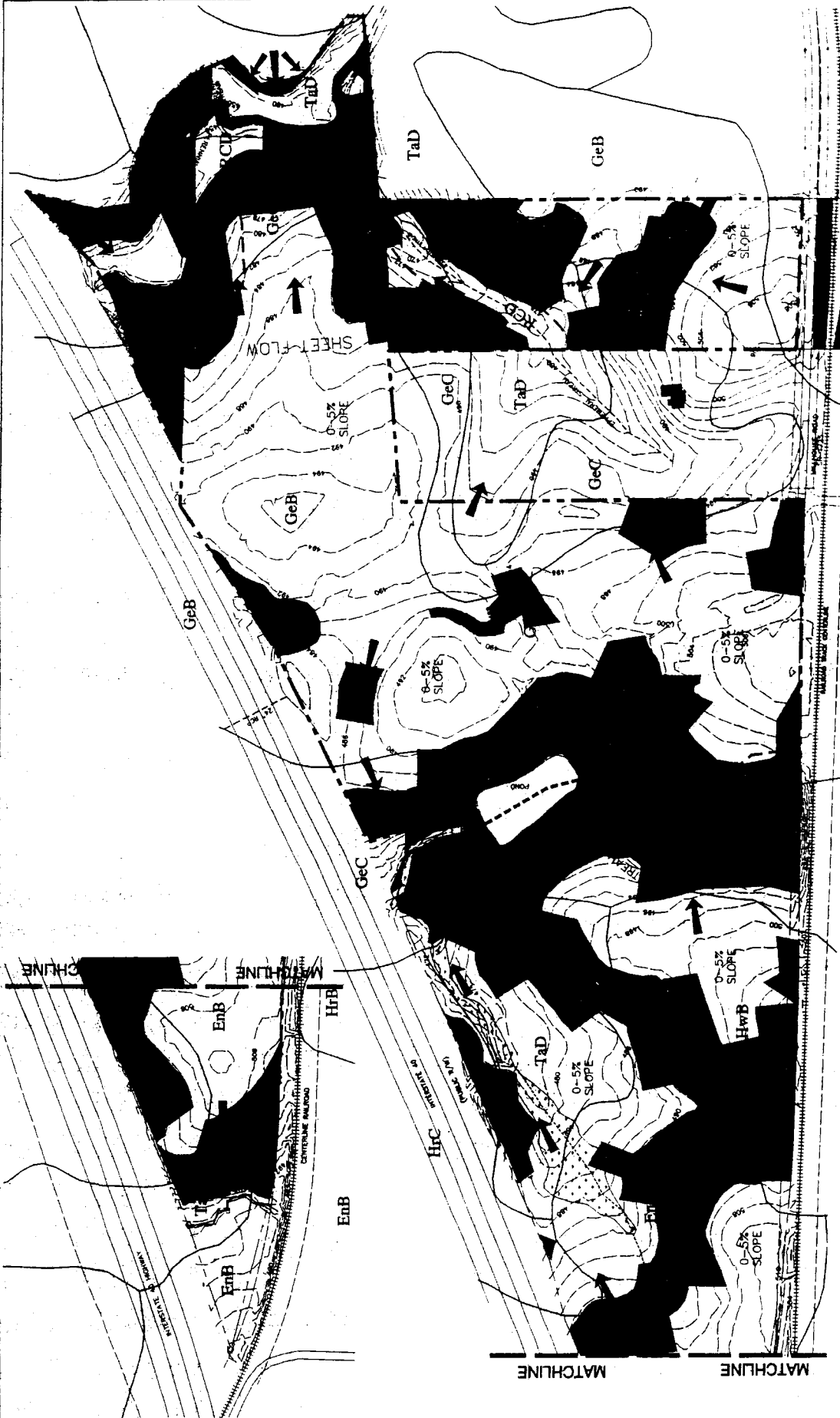
LEGEND

- OFFICIAL ZONING BOUNDARY
- UNOFFICIAL ZONING BOUNDARY (NOT PART OF MAP)
- LOT BOUNDARY
- EASEMENT
- ADJACENT PROPERTY LINES
- EXISTING CONSTRUCTION DISTRICT (XCD)
- ADJACENT PROPERTY
- OPEN SPACE
- STREAM (EXISTING)
- FUTURE STREAM
- POOL





(93)



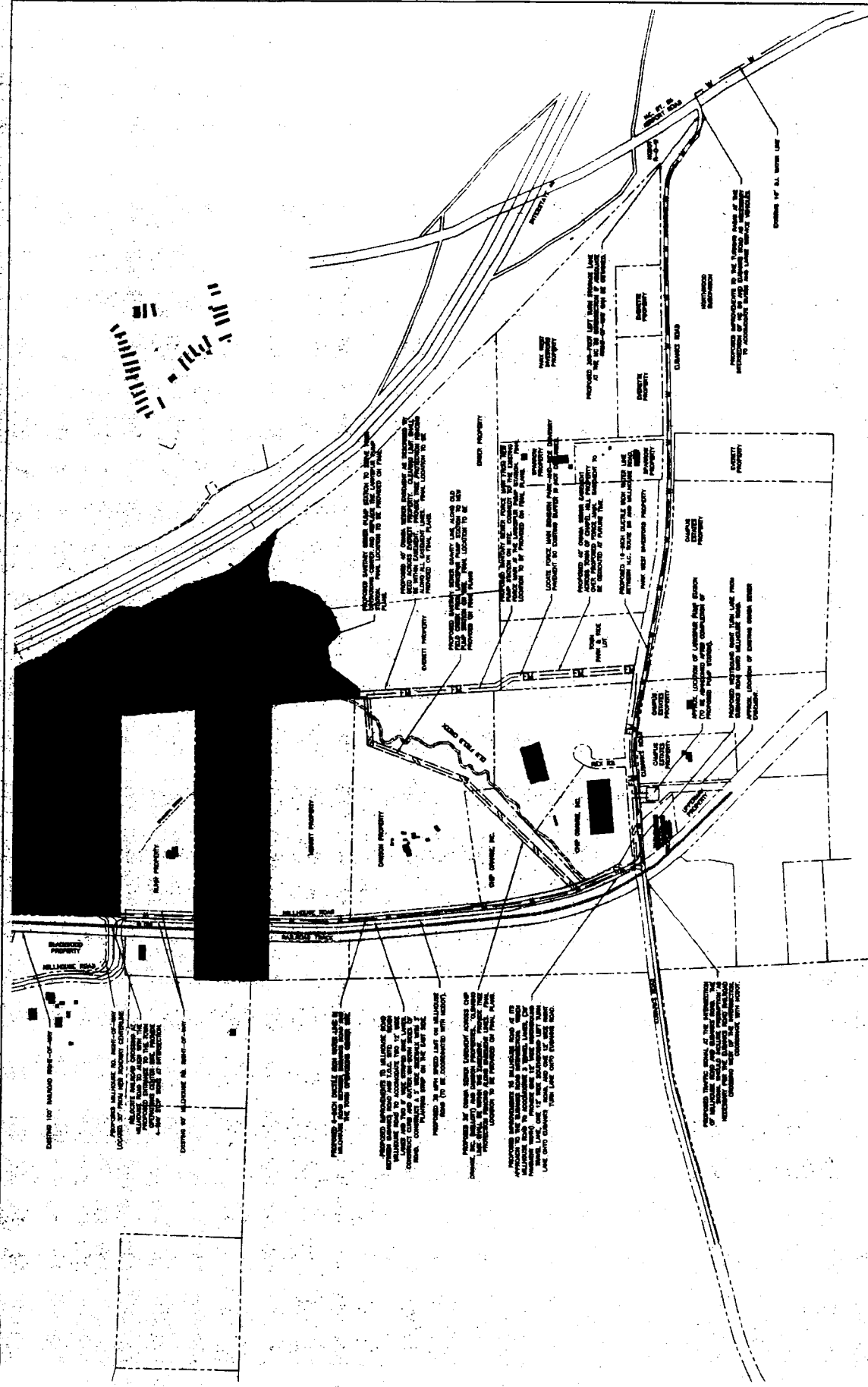
LEGEND

---	SPECIAL USE TRINITY BOUNDARY
---	APPLICANT PROPERTY LINE (NOT PART OF S.U.P.)
---	SPECIAL USE TRINITY BOUNDARY
---	EXISTING CONSTRUCTION BOUNDARY (NOT) LINE
---	CENTERLINE
---	SEE BOUNDARY
---	DIRECTION OF FLOW
---	EXISTING STRUCTURES
---	PROPOSED STRUCTURES
---	UNDEVELOPED
---	PROPOSED

0-5% SLOPE
 6-10% SLOPE
 11-15% SLOPE
 16-20% SLOPE

NO.	DESCRIPTION	1. SURF	2. SUBGRADE	3. SLOPE	4. FINISH
101	GRAVEL	12"	12"	12"	12"
102	GRAVEL	12"	12"	12"	12"
103	GRAVEL	12"	12"	12"	12"
104	GRAVEL	12"	12"	12"	12"
105	GRAVEL	12"	12"	12"	12"
106	GRAVEL	12"	12"	12"	12"
107	GRAVEL	12"	12"	12"	12"
108	GRAVEL	12"	12"	12"	12"
109	GRAVEL	12"	12"	12"	12"
110	GRAVEL	12"	12"	12"	12"





LEGEND

- SPECIAL LINE PROPERTY BOUNDARY
- - - - - UNLAWFUL PROPERTY LINE (NOT PART OF SLP)
- FUTURE PROPOSED LINE
- - - - - EXISTING PROPERTY LINE
- ███ AFFILIATE PROPERTY
- ███ PROPOSED IMPROVEMENTS
- ███ PROPOSED IMPROVEMENTS (POND)

DATE: 02/21/2004 PROJECT NO.: 04-01-001 SHEET NO.: SA.3 OF 11 SHEETS



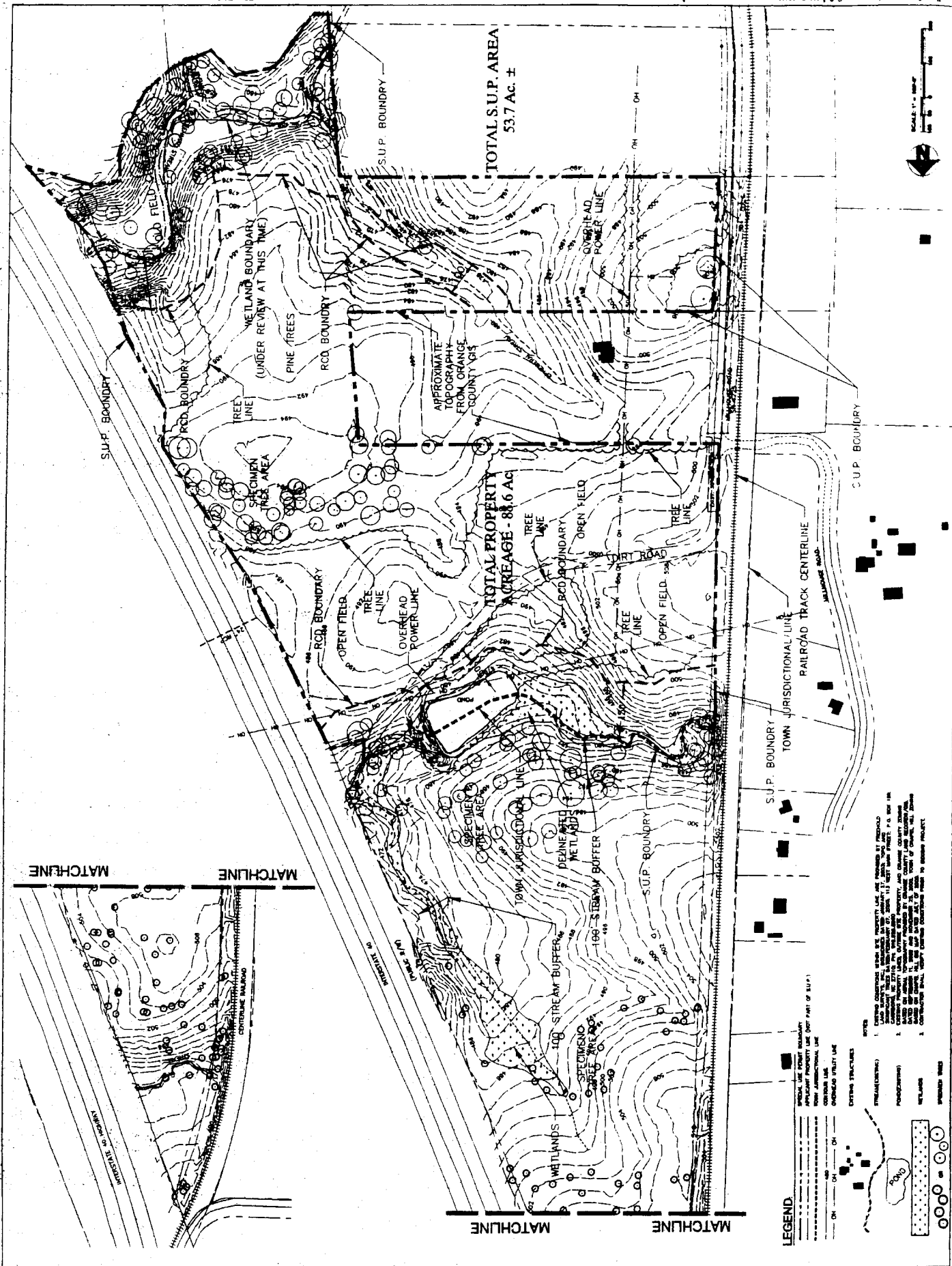
59

TOWN OPERATIONS CENTER FOR
 THE TOWN OF CHAPEL HILL
 KILLBUCK
 CHAPEL
 THE CAROLINA

EXISTING
 CONDITIONS
 PLAN

C1.0

PROJECT NO. 0205
 DATE 08/10/10
 1119 UNIVERSITY DRIVE



MATCHLINE

MATCHLINE

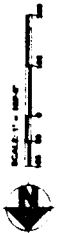
MATCHLINE

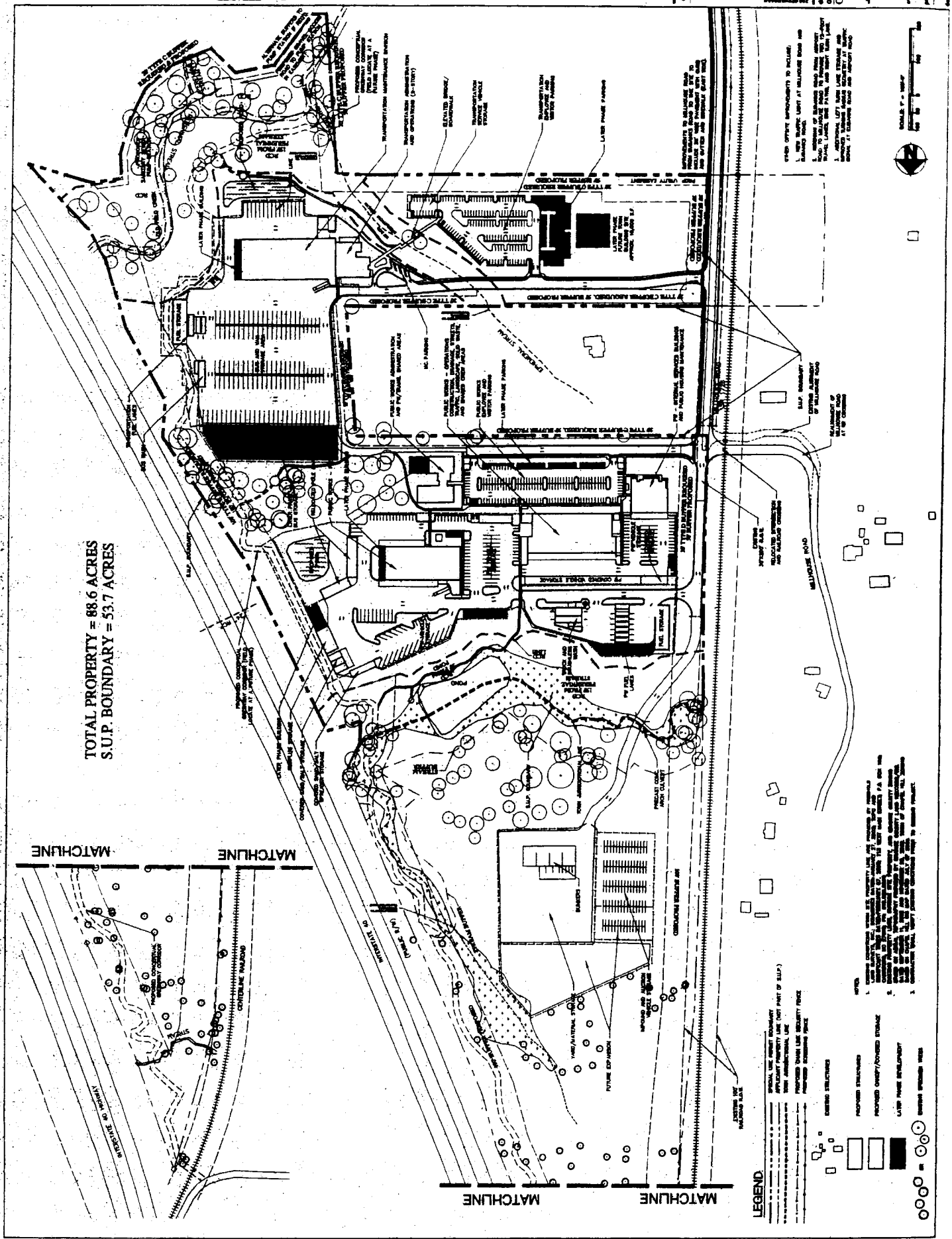
MATCHLINE

LEGEND

SPECIAL USE FOREST BOUNDARY
 APPLICANT PROPERTY LINE (OUT PART OF SLIP 1)
 TOWN JURISDICTIONAL LINE
 OVERHEAD POWER LINE
 OVERHEAD FUEL LINE
 OTHER STRUCTURES
 FRESHWATER
 FRESHWATER
 WETLANDS
 IMPROVED WETLANDS

NOTES:
 1. EXISTING CONDITIONS UNDER THIS PROPERTY LINE ARE PROVIDED BY RECORDS AND FIELD SURVEY. THIS PLAN IS NOT TO BE CONSIDERED A GUARANTEE OF THE ACCURACY OF THE INFORMATION SHOWN HEREON.
 2. CONVEYANCE OF THIS LAND TO THE TOWN OF CHAPEL HILL, AND COUNTY ZONING, SHALL BE SUBJECT TO THE APPROVED DEVELOPMENT PLAN AND RECORDS.
 3. CONVEYANCE OF THIS LAND TO THE TOWN OF CHAPEL HILL, AND COUNTY ZONING, SHALL BE SUBJECT TO THE APPROVED DEVELOPMENT PLAN AND RECORDS.





TOTAL PROPERTY = 88.6 ACRES
S.U.P. BOUNDARY = 53.7 ACRES

MATCHLINE

MATCHLINE

LEGEND

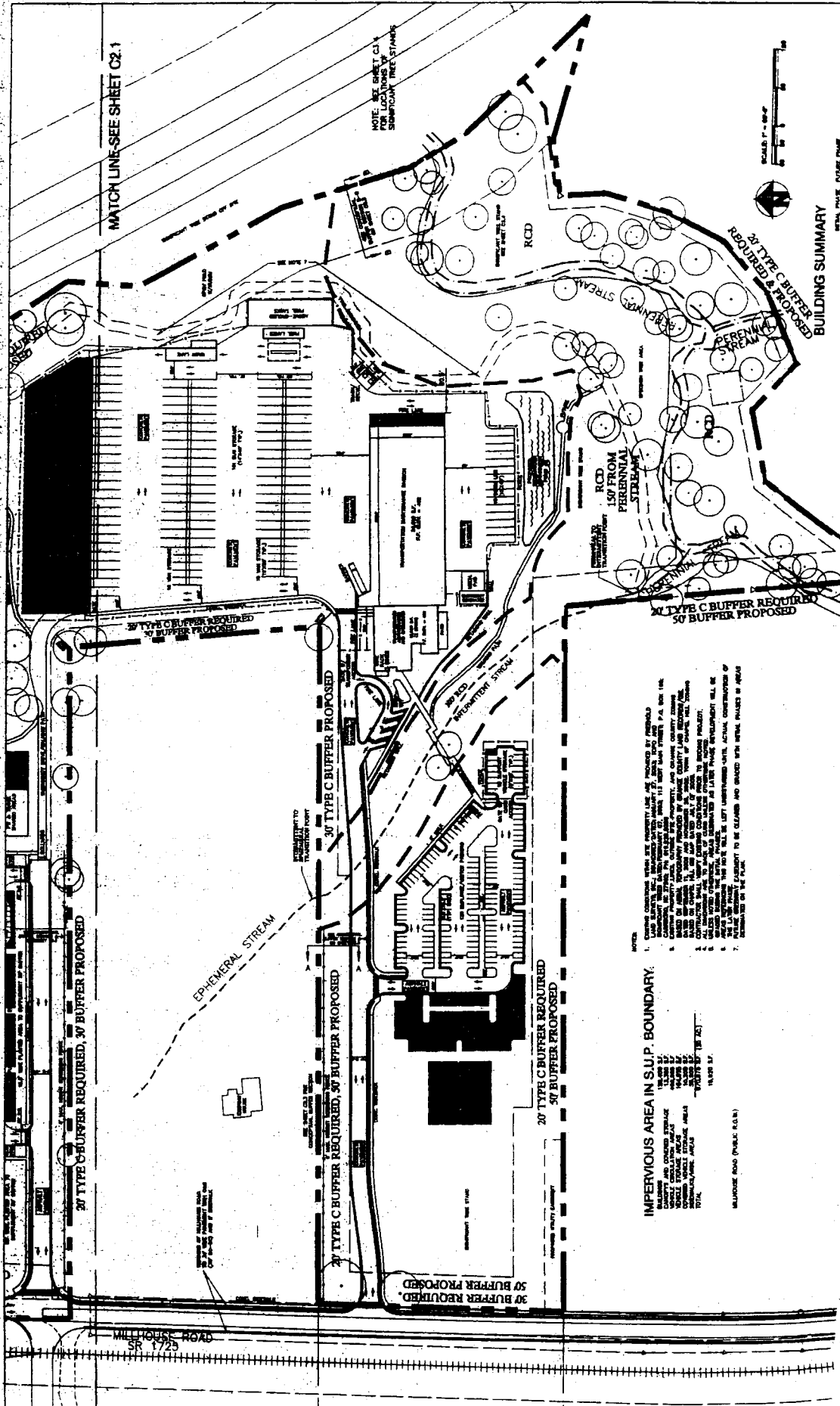
- SPECIAL USE ZONING BOUNDARY
- APPLICANT PROPERTY LINE (NOT PART OF S.U.P.)
- SEWER INFRASTRUCTURE LINE
- PROPOSED SEWER LINE SECURITY FENCE
- PROPOSED EXISTING FENCE
- EXISTING STRUCTURES
- PROPOSED STRUCTURES
- PROPOSED OPEN/ROOFED STRAITS
- LATER PHASE DEVELOPMENT
- EXISTING BARRIERS

NOTES

- THESE CONCEPTS REPRESENT THE PROPERTY LINE AND NOT THE BOUNDARY OF THE TOWN OF CHAPEL HILL. THE TOWN OF CHAPEL HILL IS NOT RESPONSIBLE FOR THE ACCURACY OF THE PROPERTY LINE OR THE BOUNDARY OF THE TOWN OF CHAPEL HILL.
- THESE CONCEPTS REPRESENT THE PROPERTY LINE AND NOT THE BOUNDARY OF THE TOWN OF CHAPEL HILL. THE TOWN OF CHAPEL HILL IS NOT RESPONSIBLE FOR THE ACCURACY OF THE PROPERTY LINE OR THE BOUNDARY OF THE TOWN OF CHAPEL HILL.
- THESE CONCEPTS REPRESENT THE PROPERTY LINE AND NOT THE BOUNDARY OF THE TOWN OF CHAPEL HILL. THE TOWN OF CHAPEL HILL IS NOT RESPONSIBLE FOR THE ACCURACY OF THE PROPERTY LINE OR THE BOUNDARY OF THE TOWN OF CHAPEL HILL.
- THESE CONCEPTS REPRESENT THE PROPERTY LINE AND NOT THE BOUNDARY OF THE TOWN OF CHAPEL HILL. THE TOWN OF CHAPEL HILL IS NOT RESPONSIBLE FOR THE ACCURACY OF THE PROPERTY LINE OR THE BOUNDARY OF THE TOWN OF CHAPEL HILL.



96



MATCH LINE-SEE SHEET C2.1

USE SEE SHEET C2 FOR LOCATION OF SIGNIFICANT TREE STANDS



BUILDING SUMMARY

AREA	AREA (SQ FT)	AREA (SQ YD)	AREA (AC)
TOTAL BUILDING	11,200	128	2.7
PERENNIAL STREAM	1,200	14	0.3
EPHEMERAL STREAM	1,200	14	0.3
PARKING	10,000	115	2.6
LANDSCAPE	10,000	115	2.6
TOTAL	23,600	275	6.2

VEHICLE STORAGE SUMMARY:

TYPE	VEHICLES	AREA (SQ FT)	AREA (SQ YD)	AREA (AC)
STANDARD	100	10,000	115	2.6
COMPACT	50	5,000	58	1.3
TOTAL	150	15,000	173	3.9

PARKING SUMMARY:

TYPE	VEHICLES	AREA (SQ FT)	AREA (SQ YD)	AREA (AC)
STANDARD	100	10,000	115	2.6
COMPACT	50	5,000	58	1.3
TOTAL	150	15,000	173	3.9

IMPERVIOUS AREA IN S.U.P. BOUNDARY:

- 1. CONCRETE DRIVEWAYS, SIDEWALKS, AND PATIO ARE REQUIRED BY PERMANENT ZONING REGULATIONS TO BE IMPERVIOUS TO WATER.
- 2. CONCRETE DRIVEWAYS, SIDEWALKS, AND PATIO ARE REQUIRED BY PERMANENT ZONING REGULATIONS TO BE IMPERVIOUS TO WATER.
- 3. CONCRETE DRIVEWAYS, SIDEWALKS, AND PATIO ARE REQUIRED BY PERMANENT ZONING REGULATIONS TO BE IMPERVIOUS TO WATER.
- 4. CONCRETE DRIVEWAYS, SIDEWALKS, AND PATIO ARE REQUIRED BY PERMANENT ZONING REGULATIONS TO BE IMPERVIOUS TO WATER.
- 5. CONCRETE DRIVEWAYS, SIDEWALKS, AND PATIO ARE REQUIRED BY PERMANENT ZONING REGULATIONS TO BE IMPERVIOUS TO WATER.
- 6. CONCRETE DRIVEWAYS, SIDEWALKS, AND PATIO ARE REQUIRED BY PERMANENT ZONING REGULATIONS TO BE IMPERVIOUS TO WATER.
- 7. CONCRETE DRIVEWAYS, SIDEWALKS, AND PATIO ARE REQUIRED BY PERMANENT ZONING REGULATIONS TO BE IMPERVIOUS TO WATER.

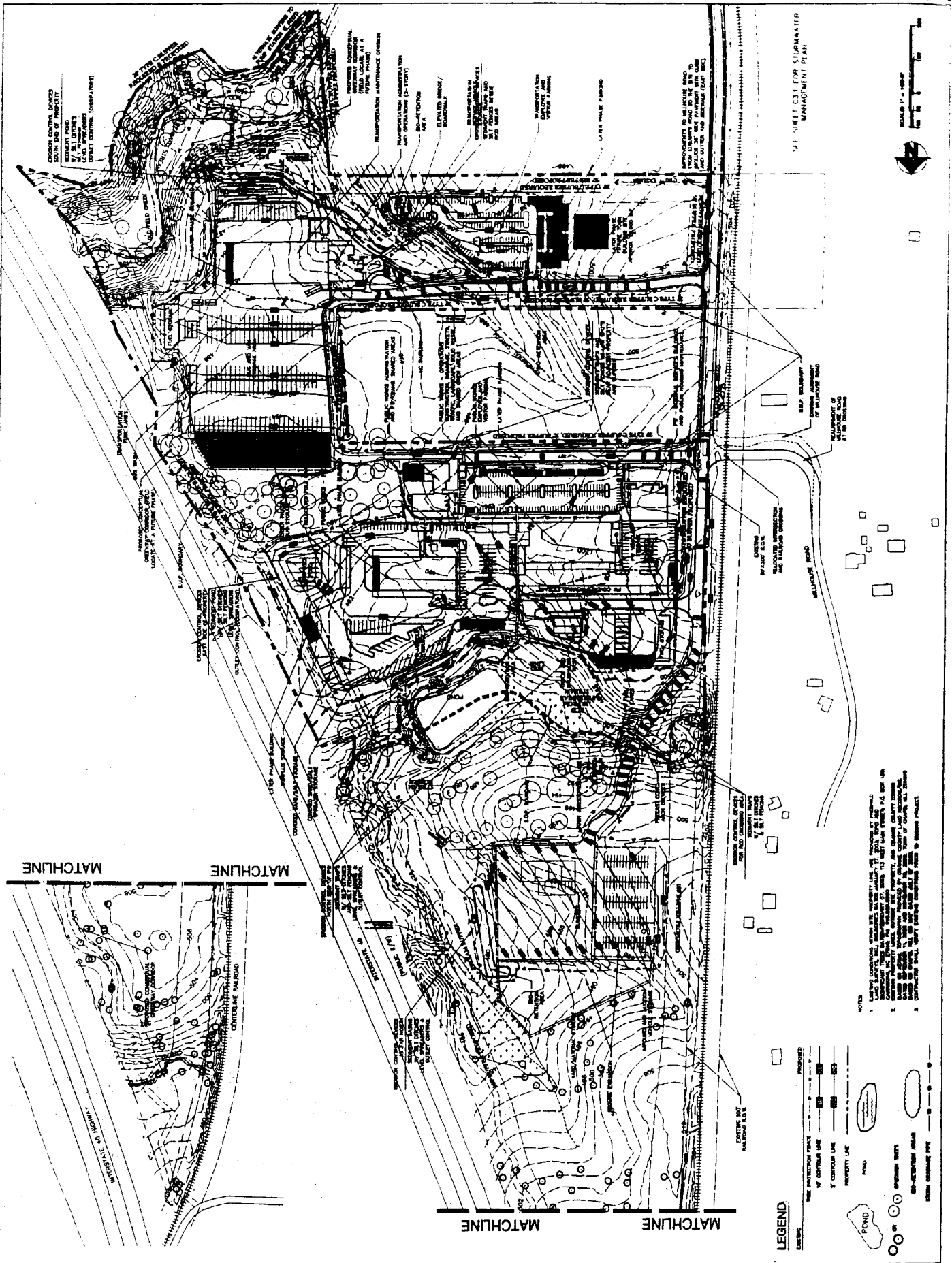
LEGEND

- PERENNIAL STREAM
- EPHEMERAL STREAM
- PARKING
- LANDSCAPE
- IMPERVIOUS AREA
- NON-IMPERVIOUS AREA
- VEGETATION
- EXISTING STRUCTURES
- PROPOSED STRUCTURES
- PROPOSED DRIVEWAYS/PARKING SPACES
- LANDSCAPE PLANTINGS
- VEGETATION

(6)

C3.0

DATE: 01/04/2004
PROJECT NO: 025
SHEET NO: 025



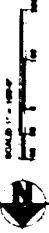
MATCHLINE

MATCHLINE

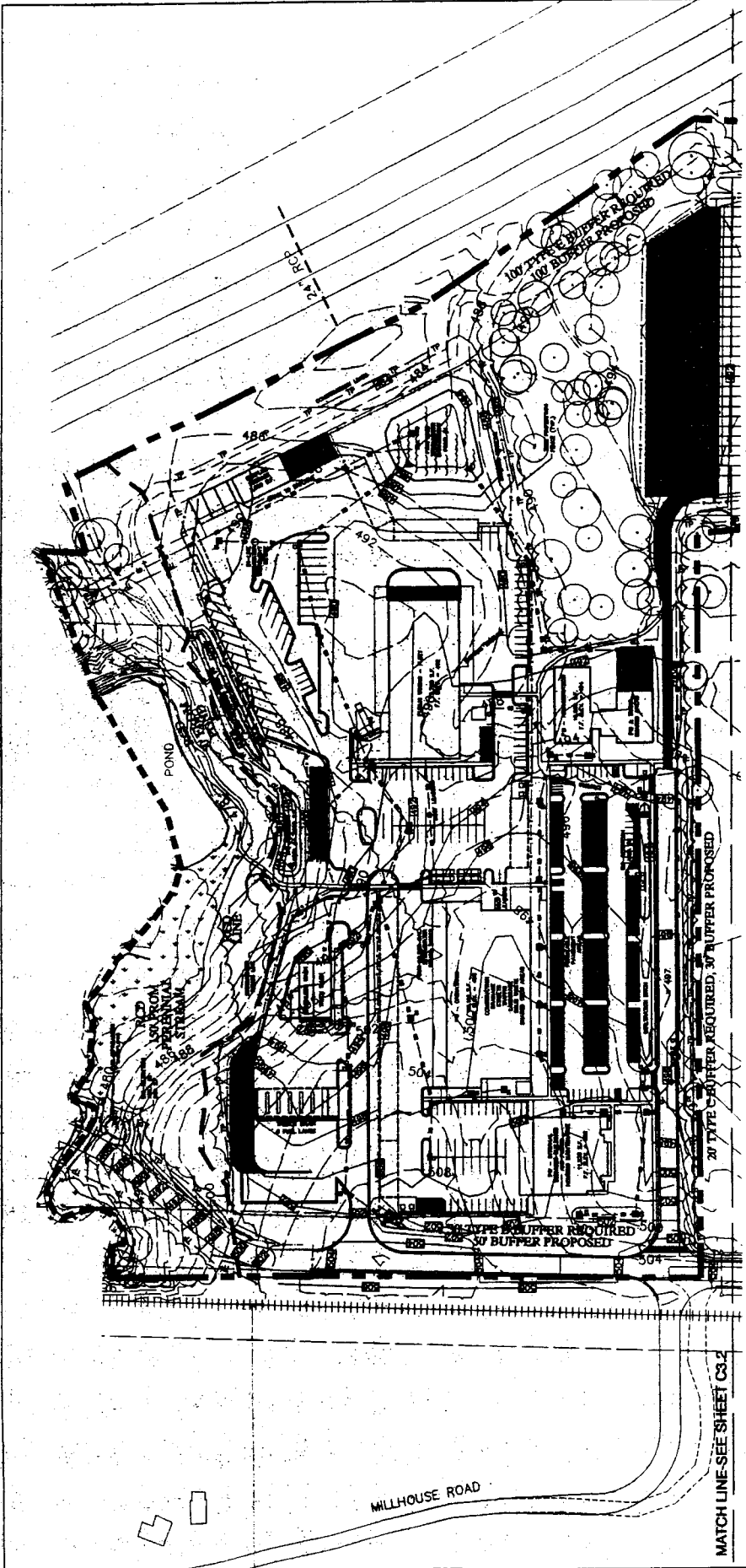
MATCHLINE

MATCHLINE

LEGEND



1/2" SHEET 031 FOR SUBMITTER
MANAGEMENT PLAN



LEGEND

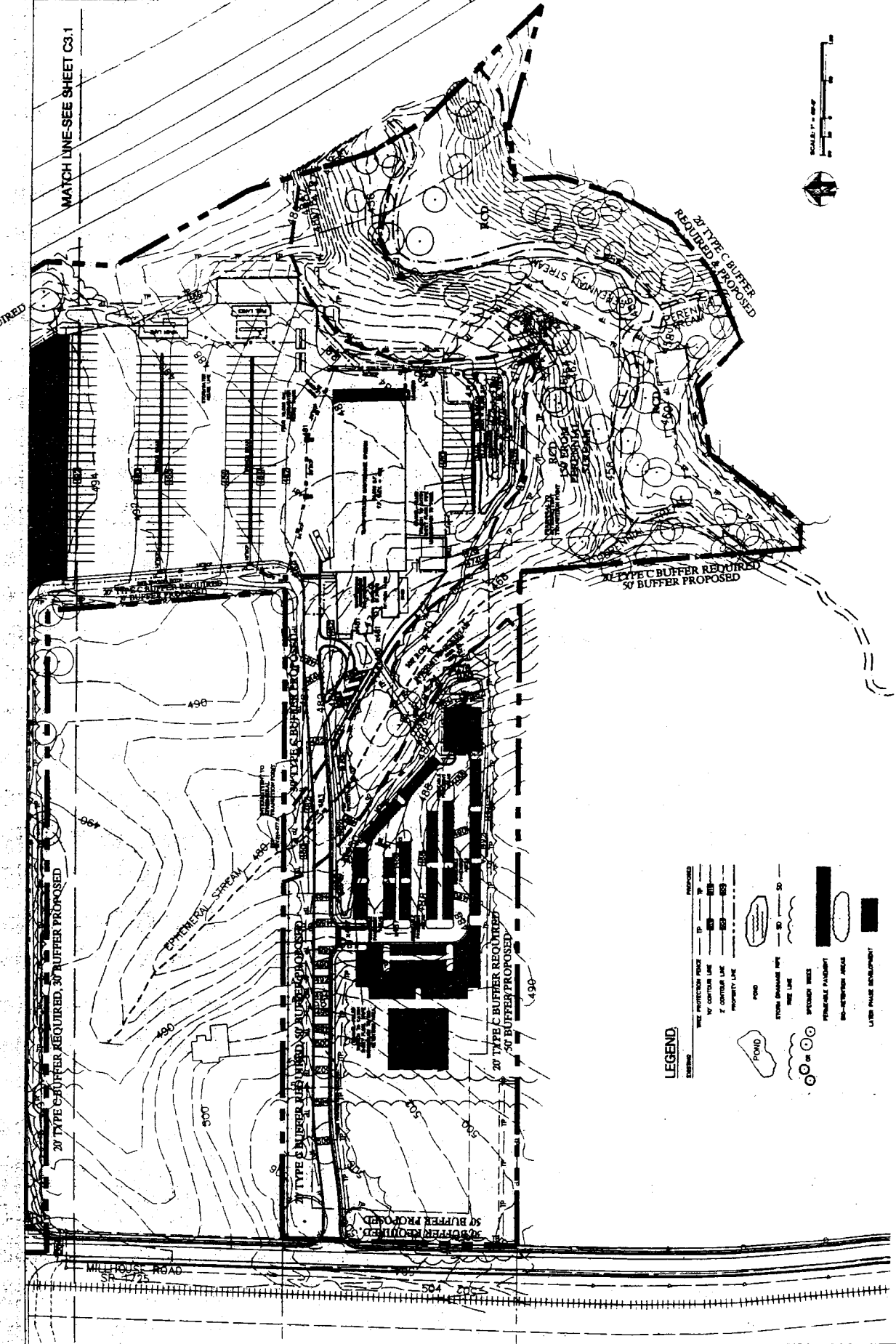
SYMBOL	DESCRIPTION
(Dashed line)	20' TYPE 5 BUFFER REQUIRED, 30' BUFFER PROPOSED
(Dashed line)	100' TYPE 5 BUFFER REQUIRED, 100' BUFFER PROPOSED
(Solid line)	PROPERTY LINE
(Dotted line)	CONTOUR LINE
(Dashed line)	PROTECTION FENCE
(Circle with dot)	POD
(Circle with cross)	PERMANENT PLANTING
(Circle with vertical lines)	SEASONAL TREES
(Circle with horizontal lines)	WATER MANAGEMENT
(Circle with diagonal lines)	RE-RETENTION AREA
(Solid black)	LAND MAINT DEVELOPMENT

NOTES

1. EXISTING CONDITIONS, EXCEPT WHERE SHOWN OTHERWISE, ARE INDICATED BY DASHED LINES.
2. ALL DIMENSIONS ARE IN FEET AND INCHES (1\"/>

TOTAL DISTURBED AREA (TDA)

Category	Area (sq. ft.)
Grass	10,000
Shrub	5,000
Tree	15,000
Total	30,000



MATCH LINE SEE SHEET C3.1

20 TYPE C BUFFER REQUIRED, 30' BUFFER PROPOSED

20 TYPE C BUFFER REQUIRED, 50 BUFFER PROPOSED

20 TYPE C BUFFER REQUIRED, 50 BUFFER PROPOSED

LEGEND

EXISTING	PROPOSED
1" WIDE PROTECTION FENCE	1" WIDE PROTECTION FENCE
1" WIDE DRIVEWAY	1" WIDE DRIVEWAY
2" WIDE DRIVEWAY	2" WIDE DRIVEWAY
PROPERTY LINE	PROPERTY LINE
POUND	POUND
STORM DRAINAGE PIPE	STORM DRAINAGE PIPE
WELL LINE	WELL LINE
SPRINKLER TRUNK	SPRINKLER TRUNK
PERMISSIBLE PAVEMENT	PERMISSIBLE PAVEMENT
RE-RETENTION AREA	RE-RETENTION AREA
LAND PAUSE DEVELOPMENT	LAND PAUSE DEVELOPMENT

- NOTES:
1. ALL DISTANCES SHOWN ARE MEASURED TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
 2. ALL DISTANCES SHOWN ARE MEASURED TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
 3. ALL DISTANCES SHOWN ARE MEASURED TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.

TOTAL DISTURBED AREA: 1,100 SQ. FT.

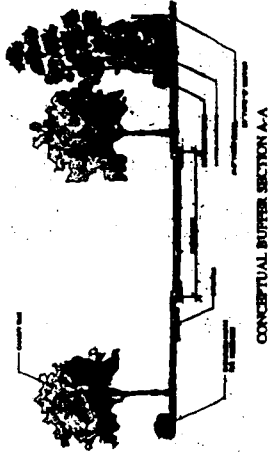
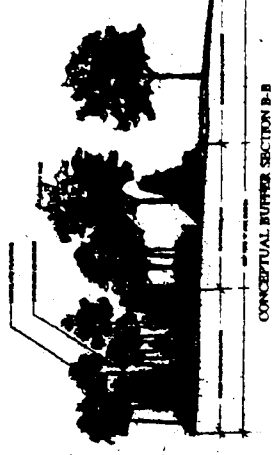
20' BUFFER	400
30' BUFFER	400
50' BUFFER	300
TOTAL	1,100

102

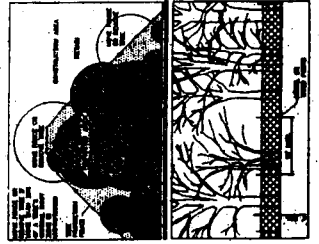
C3.3

Project No. 020
 Date: 02/01/01

117 HEMLOCK LANE



1. BUFFER ZONE: BUFFER ZONE IS THE AREA BETWEEN THE PROPOSED BUFFER LINE AND THE PROPERTY LINE. IT SHALL BE MAINTAINED AS OPEN SPACE AND SHALL NOT BE USED FOR ANY OTHER PURPOSE. THE BUFFER ZONE SHALL BE MAINTAINED AS OPEN SPACE AND SHALL NOT BE USED FOR ANY OTHER PURPOSE. THE BUFFER ZONE SHALL BE MAINTAINED AS OPEN SPACE AND SHALL NOT BE USED FOR ANY OTHER PURPOSE.

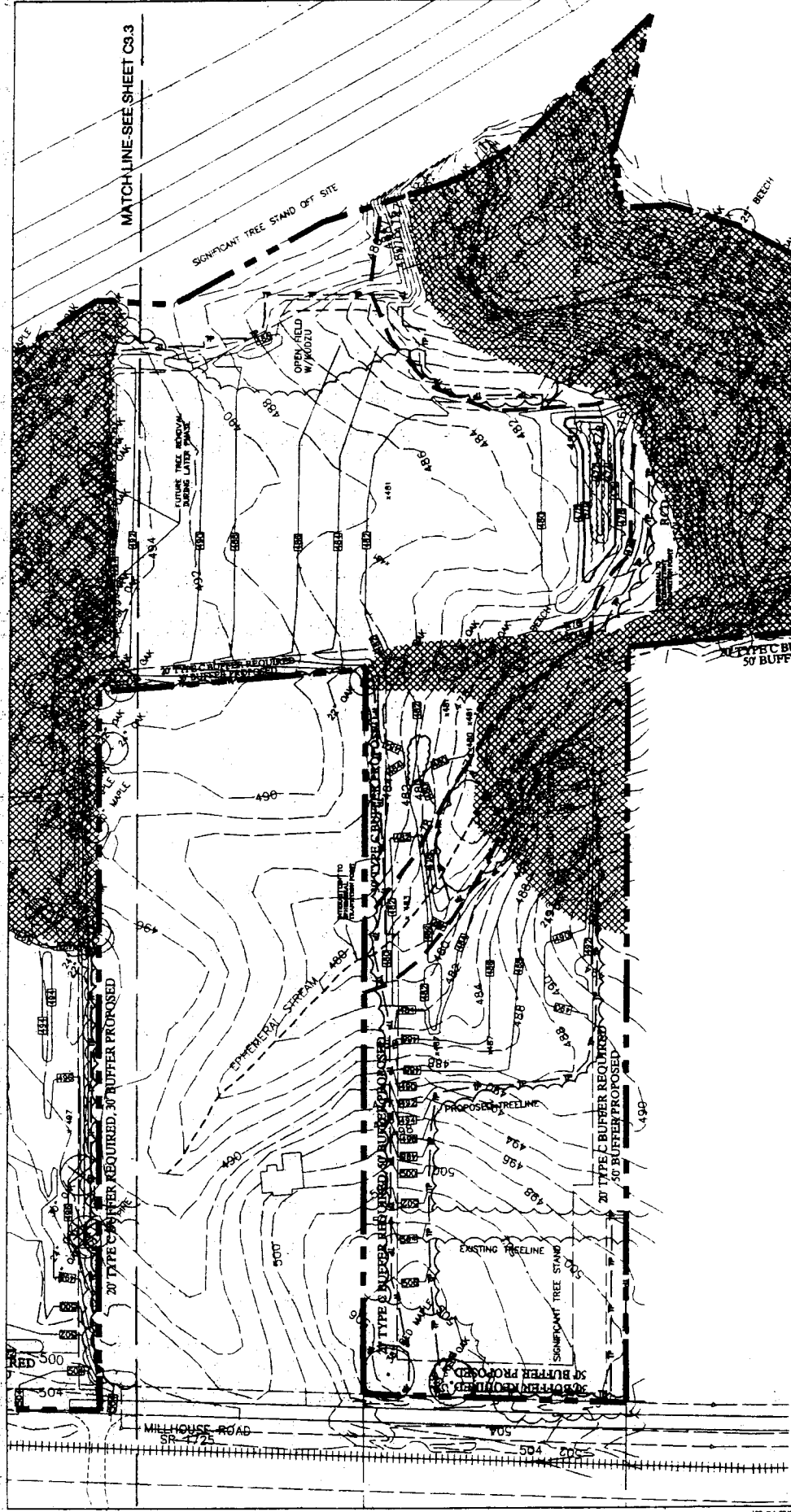


LEGEND:
 TYPE C BUFFER
 TYPE B BUFFER
 POND
 PROPERTY LINE
 TYPE C BUFFER
 TYPE B BUFFER

1. BUFFER ZONE: BUFFER ZONE IS THE AREA BETWEEN THE PROPOSED BUFFER LINE AND THE PROPERTY LINE. IT SHALL BE MAINTAINED AS OPEN SPACE AND SHALL NOT BE USED FOR ANY OTHER PURPOSE. THE BUFFER ZONE SHALL BE MAINTAINED AS OPEN SPACE AND SHALL NOT BE USED FOR ANY OTHER PURPOSE. THE BUFFER ZONE SHALL BE MAINTAINED AS OPEN SPACE AND SHALL NOT BE USED FOR ANY OTHER PURPOSE.

MATCH LINE-SEE SHEET C3.4

103



LEGEND

EXISTING
 -610- PROPOSED
 -610- W/ CENTER LINE
 -604- W/ CENTER LINE
 -604- PROPERTY LINE
 POND
 TREE LINE
 SIGNIFICANT TREE STAND
 TREE PROTECTION FENCE
 SIGNIFICANT TREE STAND

NOTES

1. EXISTING CONTIGUOUS WOODS ARE PROTECTED BY PREVIOUS LANDSCAPE PROTECTION PLANS.
2. CONTIGUOUS WOODS ARE PROTECTED BY PREVIOUS LANDSCAPE PROTECTION PLANS.
3. CONTIGUOUS WOODS ARE PROTECTED BY PREVIOUS LANDSCAPE PROTECTION PLANS.
4. CONTIGUOUS WOODS ARE PROTECTED BY PREVIOUS LANDSCAPE PROTECTION PLANS.
5. CONTIGUOUS WOODS ARE PROTECTED BY PREVIOUS LANDSCAPE PROTECTION PLANS.
6. CONTIGUOUS WOODS ARE PROTECTED BY PREVIOUS LANDSCAPE PROTECTION PLANS.
7. CONTIGUOUS WOODS ARE PROTECTED BY PREVIOUS LANDSCAPE PROTECTION PLANS.
8. CONTIGUOUS WOODS ARE PROTECTED BY PREVIOUS LANDSCAPE PROTECTION PLANS.
9. CONTIGUOUS WOODS ARE PROTECTED BY PREVIOUS LANDSCAPE PROTECTION PLANS.
10. CONTIGUOUS WOODS ARE PROTECTED BY PREVIOUS LANDSCAPE PROTECTION PLANS.

LANDSCAPE PROTECTION PLAN 2

SCALE: 1" = 40'

DATE

PROJECT NO. 020

C3.4

CORLEY REDFOOT ZACK
 ENGINEERS ARCHITECTS PLANNERS
 1000 S. CHAPEL HILL, RPO BOX 20000, CHAPEL HILL, NC 27514



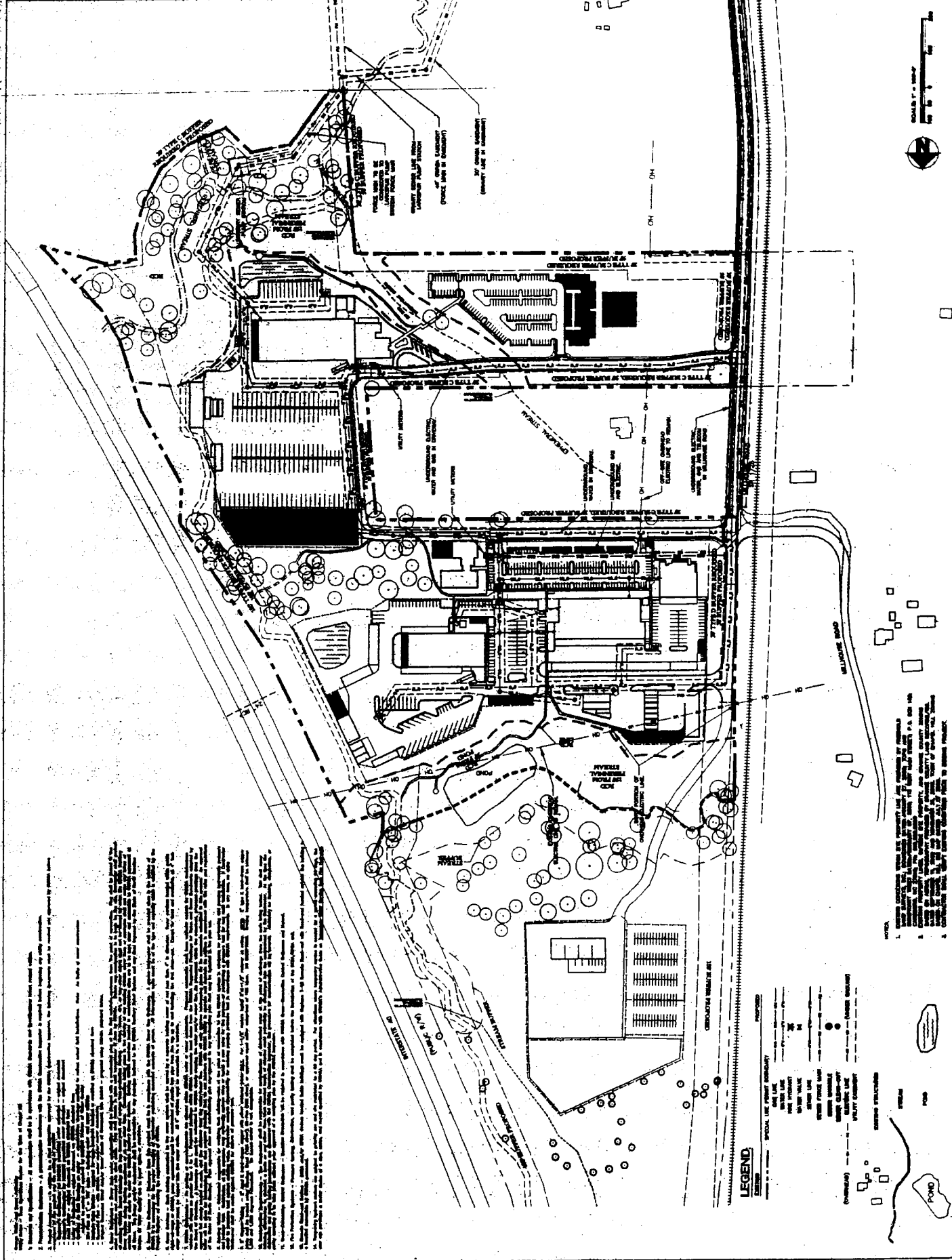
101

TOWN OPERATIONS CENTER FOR THE TOWN OF CHAPEL HILL, NORTH CAROLINA

DATE: 08/12/04
 SCALE: AS SHOWN
 SHEET: 1 OF 1

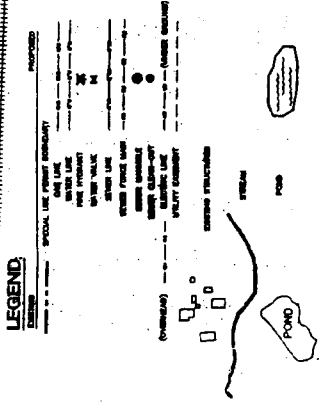
COMPREHENSIVE UTILITY PLAN

C4.0

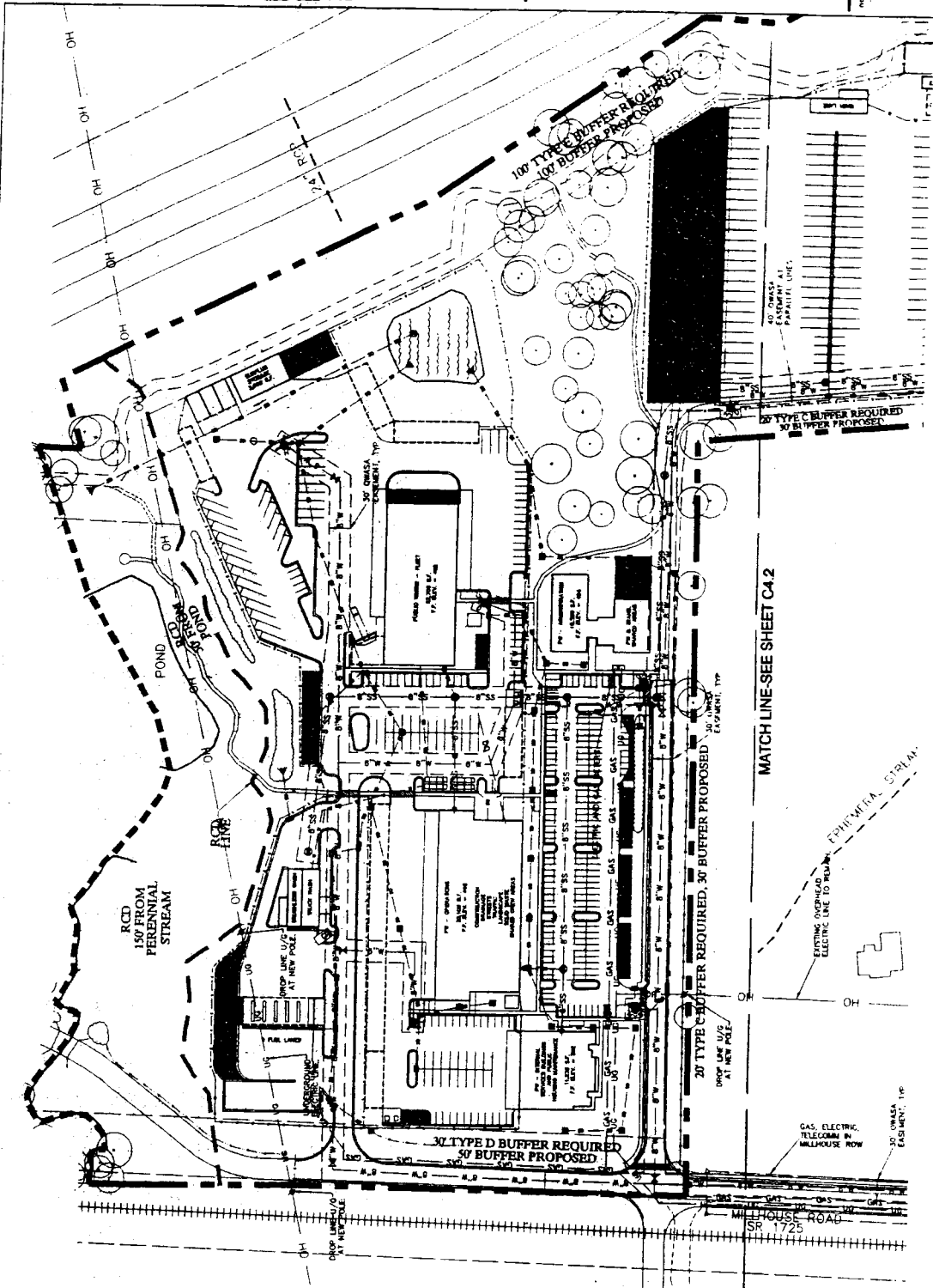


NOTES:

1. THE UTILITY PLAN IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT AND THE EXISTING RECORD DRAWINGS. THE ENGINEER HAS CONDUCTED A VISUAL GENERAL SURVEY OF THE SITE AND HAS FOUND NO OBVIOUS DISCREPANCIES. HOWEVER, THE ENGINEER DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION PROVIDED.
2. THE UTILITY PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL AGENCIES AND THE STATE DEPARTMENT OF TRANSPORTATION AND TRAVEL.
3. THE UTILITY PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL AGENCIES AND THE STATE DEPARTMENT OF TRANSPORTATION AND TRAVEL.
4. THE UTILITY PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL AGENCIES AND THE STATE DEPARTMENT OF TRANSPORTATION AND TRAVEL.
5. THE UTILITY PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL AGENCIES AND THE STATE DEPARTMENT OF TRANSPORTATION AND TRAVEL.



THIS PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL AGENCIES AND THE STATE DEPARTMENT OF TRANSPORTATION AND TRAVEL. THE ENGINEER HAS CONDUCTED A VISUAL GENERAL SURVEY OF THE SITE AND HAS FOUND NO OBVIOUS DISCREPANCIES. HOWEVER, THE ENGINEER DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION PROVIDED.



- NOTES:
- EXISTING CONDITIONS SHOWN ARE PROPERTY LINE AS SHOWN BY RECORD PLANS AND FIELD SURVEY. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.
 - EXISTING UTILITY LINES ARE SHOWN BY RECORD PLANS AND FIELD SURVEY. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.
 - EXISTING PROPERTY LINES, LOTTERY, AND CHAPEL COUNTY ZONING ARE SHOWN BY RECORD PLANS AND FIELD SURVEY. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.
 - EXISTING UTILITY LINES, LOTTERY, AND CHAPEL COUNTY ZONING ARE SHOWN BY RECORD PLANS AND FIELD SURVEY. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

LEGEND

SYMBOL	DESCRIPTION
---	SPECIAL USE PERMIT BOUNDARY
---	PROPERTY LINE
---	WATER MAIN
---	WATER VALVE
---	SEWER LINE
---	SEWER FORCE MAIN
---	SEWER CLEAN-OUT
---	ELECTRIC LINE
---	UTILITY EASEMENT
---	PROPERTY LINE
---	EXISTING STRUCTURES
---	STREAM

1. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

2. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

3. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

4. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

5. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

6. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

7. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

8. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

9. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

10. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

11. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

12. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

13. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

14. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

15. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

16. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

17. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

18. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

19. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

20. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

1. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

2. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

3. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

4. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

5. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

6. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

7. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

8. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

9. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

10. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

11. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

12. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

13. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

14. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

15. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

16. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

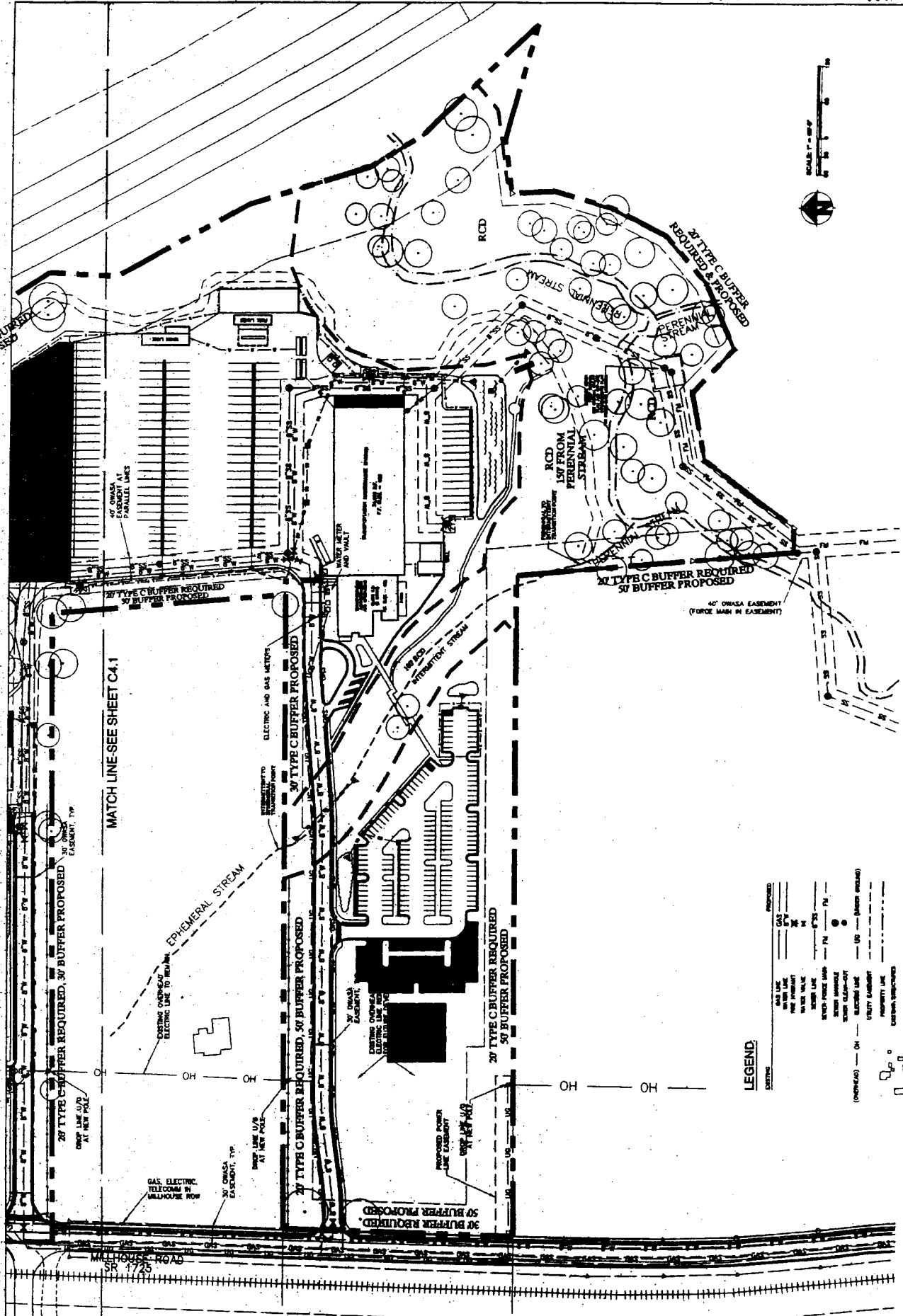
17. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

18. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

19. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

20. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

101



NOTES:

1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FACE UNLESS SPECIFIED OTHERWISE.
2. ALL DIMENSIONS ARE TO FACE UNLESS SPECIFIED OTHERWISE.
3. ALL DIMENSIONS ARE TO FACE UNLESS SPECIFIED OTHERWISE.
4. ALL DIMENSIONS ARE TO FACE UNLESS SPECIFIED OTHERWISE.
5. ALL DIMENSIONS ARE TO FACE UNLESS SPECIFIED OTHERWISE.
6. ALL DIMENSIONS ARE TO FACE UNLESS SPECIFIED OTHERWISE.
7. ALL DIMENSIONS ARE TO FACE UNLESS SPECIFIED OTHERWISE.
8. ALL DIMENSIONS ARE TO FACE UNLESS SPECIFIED OTHERWISE.
9. ALL DIMENSIONS ARE TO FACE UNLESS SPECIFIED OTHERWISE.
10. ALL DIMENSIONS ARE TO FACE UNLESS SPECIFIED OTHERWISE.

LEGEND:

SYMBOL	DESCRIPTION
(Symbol: Solid line)	EXISTING GAS LINE
(Symbol: Dashed line)	EXISTING ELECTRIC LINE
(Symbol: Dotted line)	EXISTING WATER LINE
(Symbol: Long-dashed line)	EXISTING SEWER LINE
(Symbol: Short-dashed line)	EXISTING SLOTTED CERAMIC TILE
(Symbol: Solid line with dots)	EXISTING 4" SLOTTED CERAMIC TILE
(Symbol: Solid line with triangles)	EXISTING 6" SLOTTED CERAMIC TILE
(Symbol: Solid line with squares)	EXISTING 8" SLOTTED CERAMIC TILE
(Symbol: Solid line with circles)	EXISTING 10" SLOTTED CERAMIC TILE
(Symbol: Solid line with diamonds)	EXISTING 12" SLOTTED CERAMIC TILE
(Symbol: Solid line with hexagons)	EXISTING 14" SLOTTED CERAMIC TILE
(Symbol: Solid line with octagons)	EXISTING 16" SLOTTED CERAMIC TILE
(Symbol: Solid line with stars)	EXISTING 18" SLOTTED CERAMIC TILE
(Symbol: Solid line with crosses)	EXISTING 20" SLOTTED CERAMIC TILE
(Symbol: Solid line with pluses)	EXISTING 22" SLOTTED CERAMIC TILE
(Symbol: Solid line with asterisks)	EXISTING 24" SLOTTED CERAMIC TILE
(Symbol: Solid line with dots)	EXISTING 26" SLOTTED CERAMIC TILE
(Symbol: Solid line with triangles)	EXISTING 28" SLOTTED CERAMIC TILE
(Symbol: Solid line with squares)	EXISTING 30" SLOTTED CERAMIC TILE
(Symbol: Solid line with circles)	EXISTING 32" SLOTTED CERAMIC TILE
(Symbol: Solid line with diamonds)	EXISTING 34" SLOTTED CERAMIC TILE
(Symbol: Solid line with hexagons)	EXISTING 36" SLOTTED CERAMIC TILE
(Symbol: Solid line with octagons)	EXISTING 38" SLOTTED CERAMIC TILE
(Symbol: Solid line with stars)	EXISTING 40" SLOTTED CERAMIC TILE
(Symbol: Solid line with crosses)	EXISTING 42" SLOTTED CERAMIC TILE
(Symbol: Solid line with pluses)	EXISTING 44" SLOTTED CERAMIC TILE
(Symbol: Solid line with asterisks)	EXISTING 46" SLOTTED CERAMIC TILE
(Symbol: Solid line with dots)	EXISTING 48" SLOTTED CERAMIC TILE
(Symbol: Solid line with triangles)	EXISTING 50" SLOTTED CERAMIC TILE
(Symbol: Solid line with squares)	EXISTING 52" SLOTTED CERAMIC TILE
(Symbol: Solid line with circles)	EXISTING 54" SLOTTED CERAMIC TILE
(Symbol: Solid line with diamonds)	EXISTING 56" SLOTTED CERAMIC TILE
(Symbol: Solid line with hexagons)	EXISTING 58" SLOTTED CERAMIC TILE
(Symbol: Solid line with octagons)	EXISTING 60" SLOTTED CERAMIC TILE
(Symbol: Solid line with stars)	EXISTING 62" SLOTTED CERAMIC TILE
(Symbol: Solid line with crosses)	EXISTING 64" SLOTTED CERAMIC TILE
(Symbol: Solid line with pluses)	EXISTING 66" SLOTTED CERAMIC TILE
(Symbol: Solid line with asterisks)	EXISTING 68" SLOTTED CERAMIC TILE
(Symbol: Solid line with dots)	EXISTING 70" SLOTTED CERAMIC TILE
(Symbol: Solid line with triangles)	EXISTING 72" SLOTTED CERAMIC TILE
(Symbol: Solid line with squares)	EXISTING 74" SLOTTED CERAMIC TILE
(Symbol: Solid line with circles)	EXISTING 76" SLOTTED CERAMIC TILE
(Symbol: Solid line with diamonds)	EXISTING 78" SLOTTED CERAMIC TILE
(Symbol: Solid line with hexagons)	EXISTING 80" SLOTTED CERAMIC TILE
(Symbol: Solid line with octagons)	EXISTING 82" SLOTTED CERAMIC TILE
(Symbol: Solid line with stars)	EXISTING 84" SLOTTED CERAMIC TILE
(Symbol: Solid line with crosses)	EXISTING 86" SLOTTED CERAMIC TILE
(Symbol: Solid line with pluses)	EXISTING 88" SLOTTED CERAMIC TILE
(Symbol: Solid line with asterisks)	EXISTING 90" SLOTTED CERAMIC TILE
(Symbol: Solid line with dots)	EXISTING 92" SLOTTED CERAMIC TILE
(Symbol: Solid line with triangles)	EXISTING 94" SLOTTED CERAMIC TILE
(Symbol: Solid line with squares)	EXISTING 96" SLOTTED CERAMIC TILE
(Symbol: Solid line with circles)	EXISTING 98" SLOTTED CERAMIC TILE
(Symbol: Solid line with diamonds)	EXISTING 100" SLOTTED CERAMIC TILE

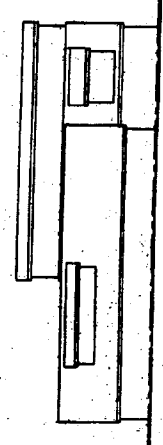
88

MILLHOUSE ROAD
SR 1725

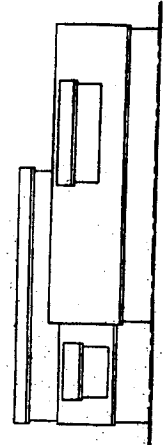
107

TOWN OPERATIONS CENTER
TOWN OF CHAPEL HILL
NORTH CAROLINA

PROJECT NO. 020
DATE 11/7/98
DRAWN BY
CHECKED BY
BUILDING ELEVATIONS I
A1.0



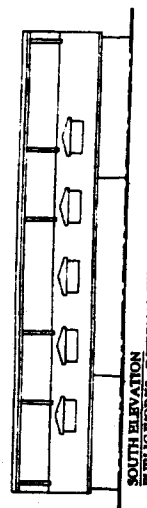
SOUTH ELEVATION
PUBLIC WORKS - ADMINISTRATION
SCALE: 1/16" = 1'-0"



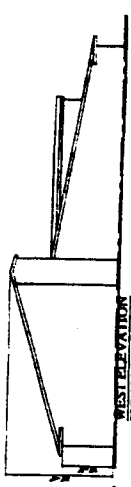
NORTH ELEVATION
PUBLIC WORKS - ADMINISTRATION
SCALE: 1/16" = 1'-0"



NORTH ELEVATION
PUBLIC WORKS - INTERNAL SERVICES
SCALE: 1/16" = 1'-0"



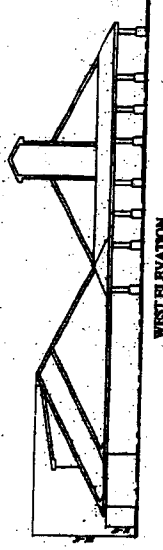
SOUTH ELEVATION
PUBLIC WORKS - INTERNAL SERVICES
SCALE: 1/16" = 1'-0"



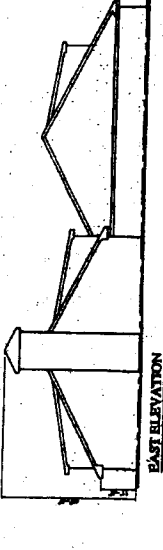
WEST ELEVATION
PUBLIC WORKS - OPERATIONS
SCALE: 1/16" = 1'-0"



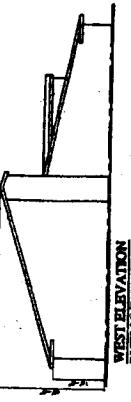
EAST ELEVATION
PUBLIC WORKS - OPERATIONS
SCALE: 1/16" = 1'-0"



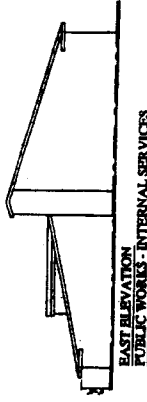
WEST ELEVATION
PUBLIC WORKS - ADMINISTRATION
SCALE: 1/16" = 1'-0"



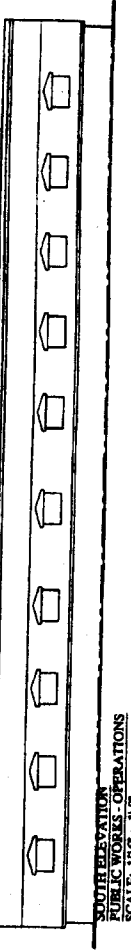
EAST ELEVATION
PUBLIC WORKS - ADMINISTRATION
SCALE: 1/16" = 1'-0"



WEST ELEVATION
PUBLIC WORKS - INTERNAL SERVICES
SCALE: 1/16" = 1'-0"



EAST ELEVATION
PUBLIC WORKS - INTERNAL SERVICES
SCALE: 1/16" = 1'-0"



SOUTH ELEVATION
PUBLIC WORKS - OPERATIONS
SCALE: 1/16" = 1'-0"



NORTH ELEVATION
PUBLIC WORKS - OPERATIONS
SCALE: 1/16" = 1'-0"



801



DATE: 11/11/18
DRAWN BY: JRM
CHECKED BY: JRM
PROJECT NO.: 2018
SHEET NO.: 002

AL1.1

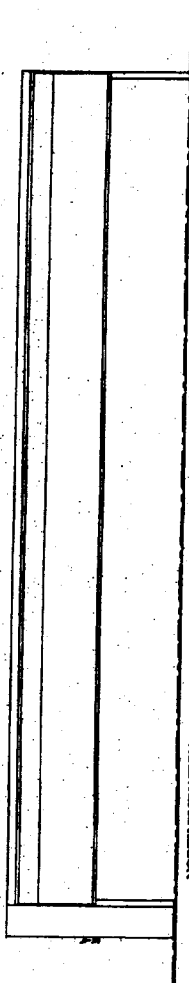
DATE: 11/11/18
PROJECT NO.: 2018
SHEET NO.: 002



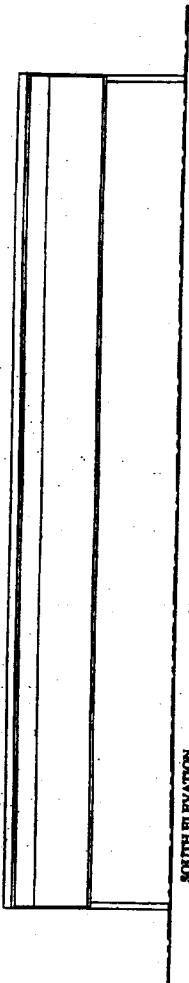
EAST ELEVATION
PUBLIC WORKS - FLEET
SCALE: 1/8" = 1'-0"



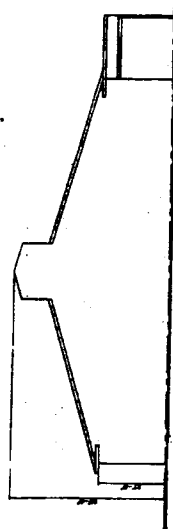
WEST ELEVATION
PUBLIC WORKS - FLEET
SCALE: 1/8" = 1'-0"



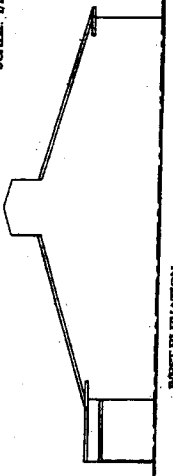
NORTH ELEVATION
PUBLIC WORKS - FLEET
SCALE: 1/8" = 1'-0"



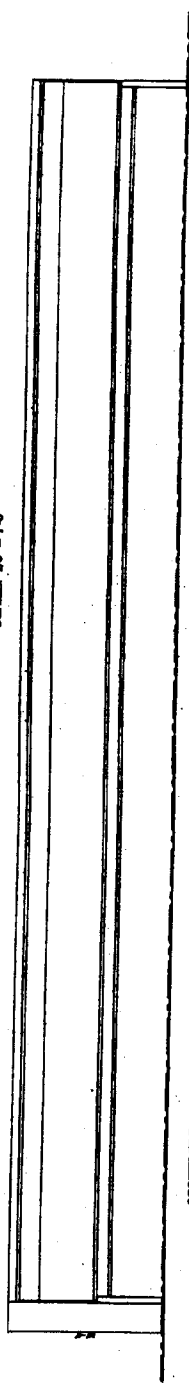
SOUTH ELEVATION
PUBLIC WORKS - FLEET
SCALE: 1/8" = 1'-0"



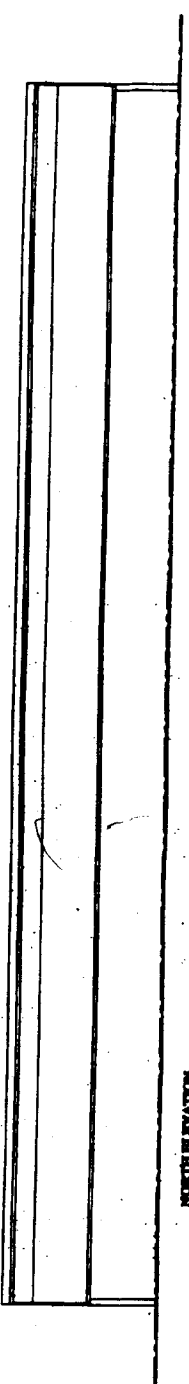
EAST ELEVATION
TRANSPORTATION DEPARTMENT
SCALE: 1/8" = 1'-0"



WEST ELEVATION
TRANSPORTATION DEPARTMENT
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
TRANSPORTATION DEPARTMENT
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
TRANSPORTATION DEPARTMENT
SCALE: 1/8" = 1'-0"