

# Capkov Ventures

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Dear Mayor Hemminger and Town Council,

I have put together responses to the comments made at the Public Hearing on 9/21 for our Santat's Place community. I thought that giving you our responses in advance of the 10/12 Business meeting would help move the meeting along and in the end be more productive. We have listened to the Town Council's comments and made adjustments to the Stanat's Place plan where possible.

**Comment #1. Most of the Town Council Members expressed an interest in seeing vehicular connectivity between the proposed Stanat's Place Community and the adjacent Vineyard Square Community at Cabernet Drive.**

Response.

The Applicant has revised the site plan to make Cabernet Drive a full access entrance and exit as opposed to emergency vehicles only. We support the connectivity this will provide. We have worked with the Transportation Staff, the Planning Staff, and the Fire Department to design a reduced width section in Cabernet Drive as you approach Vineyard Square as a traffic calming device. Cabernet Drive will neck down from a 26' paved surface to a 20' paved surface prior to entering the Vineyard Square section of Cabernet Drive. This method was suggested by the Town Staff, and we have revised the plan accordingly.

**Comment #2. There was Town Council support for having the Applicant investigate the possibility of constructing the Greenway Trail as opposed to just dedicating the Greenway Trail Easement. There was also support for having the Greenway Trail surface constructed as a paved surface.**

Response.

We will agree to construct the Greenway Nature Trail on both the Stanat's Place property and on the Vineyard Square property. The two combined trail sections will provide the entire link between Homestead Park and the Bridgepoint community on Weaver Dairy Extension Road. The proposed section is over a quarter of a mile of trail. In accordance with the approved Greenway

Trail Plan this link in the trail network was clearly intended to remain an unpaved nature trail and as such the Applicant proposes a mulched trail with appropriate bridges and trail steps as recommended by the Chapel Hill Parks and Recreation Department.

This connector leg in the approved Greenway Plan was specified in the Plan to be an unpaved Nature Trail. Within the Approved Greenways Plan “Summary” section (page viii) there is a table that addresses the type of surface of both existing and proposed trails. This was deliberate and as the map on page 30 of the “Strategic Planning” section shows the Stanat’s Place trail section between the upper Booker Creek Trail and the Horace Williams Trail was planned to be an unpaved nature trail. The north and south oriented Upper Booker Creek and Horace Williams Greenways are proposed to be paved trails and the nature trail will feed into both of the paved Greenways.

This is consistent with what has been approved for the trails immediately adjacent to the proposed Stanat’s Place Trail. Bridgepoint to the west was approved as a mulched nature trail as was the Town owned and approved 2200 Homestead Road site. These three trail segments taken together provide the link between the Horace Williams and Upper Booker Creek paved trails mentioned above.

In addition, all three Nature Trail sections are located near creeks and within RCD areas. This may have been part of the reason they were designated as non-paved trails withing the Greenway Plan. The three sections hug an Upper Booker Creek tributary that starts just west of the Town owned 2200 Homestead Road site and winds through all three communities. Constructing a paved surface would require significant grading activities in the RCD and would result in prohibited levels of impervious surface.

It is also important to note that running parallel with the proposed nature trail just to the south is a 10’ wide pave multi-use path. This multi-use path runs along Homestead Road all the way from the Stanat’s Place property to the Greenway Trail on the Town’s 2200 Homestead Road site.

Since the Public Hearing last month, we have met on site on multiple occasions with both Town Staff and representatives from the Vineyard Square community. We have marked out a wonderful Nature Trail that picks up at the property line with Stanat’s Place then crosses the creek and takes a diagonal path toward Weaver Dairy Extension Road. It is a wonderful, wooded area with a wide variety of trees, woodland ferns, and large rock outcroppings. The Vineyard Square HOA Board suggested the route as an alternative and the Town Staff, and the Applicant all agree that the new location will make a wonderful trail.

Exhibits of the pages referenced from the approved Greenway Plan, a map of the proposed trail, and pictures of the proposed trail location have all been attached.

**Comment #3. A Town Council member requested we look at the alternative of putting the water quality pond in an underground storage tank.**

Response.

Constructing the water quality pond underground is not possible for a townhome site this large. The water quality pond needs to be located at the low point of the site to collect the water from the homes and streets. The low point of the site is along the southern property line near the stream. The water table near the stream would not allow us to go underground to the extent necessary to bury a series of underground storage tanks large enough to handle the storm water. Additionally, the size of the underground storage tanks would result in far more disturbance in the RCD than the above ground wet pond being proposed. Our Civil Engineer Cameron Rice has narrowed the pond by increasing its length to pull the pond as far north and as far out of the RCD as possible. The disturbance in the RCD has been limited to the upland zone of the RCD (the outermost zone) which is currently a grass field. This area will be restored with grasses and native plantings.

**Comment #4. A Town Council member requested we provide a link between Cabernet Drive and the Greenway Trail.**

Response.

We have provided a 5' sidewalk connecting Cabernet Drive with the Greenway Trail near the entrance to Vineyard Square.

**Comment #5. Several Council Members mentioned the importance of bike facilities within the community both for residents and visitors.**

Response.

We have made several changes in the Stanat's Place site plan to promote bicycle use.

1. We have agreed to place bike racks in every home's garage at no cost as a standard feature. We have agreed to place this standard feature option in the sales material so all homeowners that want a bike rack are able to take advantage of the opportunity. Effectively every homeowner will have the option of Class A covered bike parking and storage.
2. We have agreed to run conduit or otherwise provide electric power to the guest parking area to facilitate the possibility of electric vehicle or electric bicycle charging needs.
3. We have significantly increased the visitor bicycle parking located in the central park area from 2 spaces to 8 spaces. These will be located adjacent to the visitor parking spaces. We will eliminate (1) of the visitor parking spaces to allow the bike racks to be placed on the asphalt parking surface.

We have worked hard with the Town Staff to make this a great community.

## PURPOSE OF THE MASTER PLAN

This Master Plan provides a foundation for making sound planning and design decisions related to the continued preservation of the Town's greenway corridors. The recommendations provided in the Plan will help to maintain a balance among the goals of the Greenways Program of resource protection, recreational use, and transportation opportunities. It also provides the Council with an effective tool for discussion, negotiation regarding regional open space preservation, trail development initiatives, and for interacting with State agencies and other regulatory and funding agencies.

## MAJOR CHANGES FOUND IN THE 2013 COMPREHENSIVE GREENWAYS MASTER PLAN:

- Addition of recently annexed areas, new schools, planned Town parks, greenway land acquisitions, and recent and planned private land developments.
- Addition of newly identified trail segments to the greenways program.
- Changes to available funding sources including federal, state, local, and private options.

- Addition of long-term trail prioritization method.
- New maps that are based on the adopted 2004 Bicycle and Pedestrian Action Plan.

## CURRENT CONDITION OF THE GREENWAYS PROGRAM

Since its first meeting in October 1985, the Greenways Commission has worked to expand the amount of land preserved by the Town and to plan and oversee the construction of trails.

The Town's current open space holdings total over 726 acres, most of which are within the greenways system. Portions of eleven greenway projects have been built to date and account for approximately 13.4 miles of recreational trails. This leaves about 14.6 miles of trail to build in the future in order to complete the trails portion of the master plan. In addition, four park trails that total approximately 4.2 miles have been built.

## SUMMARY OF MAJOR RECOMMENDATIONS

This report continues to recommend the acquisition of 38 total miles of linear open space. The recreational uses proposed for the greenway corridors identified in this report are bicycle and pedestrian activity. Over 28

### *Greenway Trails In Use*

TRAIL	SURFACE	MILES
Battle Branch	Natural	1.5
Bolin Creek	Paved	1.5
Dry Creek	Natural	2.0
Fan Branch	Paved	1.6
Horace Williams	Paved	0.3
Lower Booker Creek	Paved	1.3
Meadowmont/East 54	Paved	3.6
Morgan Creek	Paved	0.8
North	Paved	0.1
Tanyard Branch	Natural	0.4
Upper Booker Creek	Paved	0.3
<b>TOTAL</b>		<b>13.4</b>

### *Park Trails In Use*

TRAIL	SURFACE	MILES
Cedar Falls	Natural	1.2
Meadowmont	Natural	0.5
Pritchard Park	Natural	1.0
Southern Comm. Pk.	Natural	1.5
<b>TOTAL</b>		<b>4.2</b>

## HORACE WILLIAMS TRAIL

A spur of the Norfolk Southern Railroad leaves the main rail line near Hillsborough and trends southeast to Chapel Hill. The line serves the needs of the University of North Carolina co-generation plant and extends over 4.1 miles along this potential greenway.

- 1 Millhouse Road to Eubanks Road**  
The trail would begin at Millhouse Road just south of I-40 and continue through the Town's Operations Center and northern park and ride lot to Eubanks Road.

### Resource Protection

The Town controls almost all of the land in this section. Only one parcel is currently missing. The Town can likely preserve a trail corridor on that tract when the property is developed in the future. The Town should be prepared to act swiftly to preserve the rail corridor in the event that the railroad should abandon the line.

### Potential for Trail Development

The physical limitations of trail development in this section are few. An important connection could be made from the Horace Williams Trail to the Old Field Trail.

### Summary of Constraints for Potential Trail Development

- One parcel of land is in private ownership.
- It would be necessary to build a portion of the trail on the existing park and ride lot property.
- It would be necessary to negotiate a crossing access with the Norfolk Southern Railroad to allow trail access to Millhouse Road.

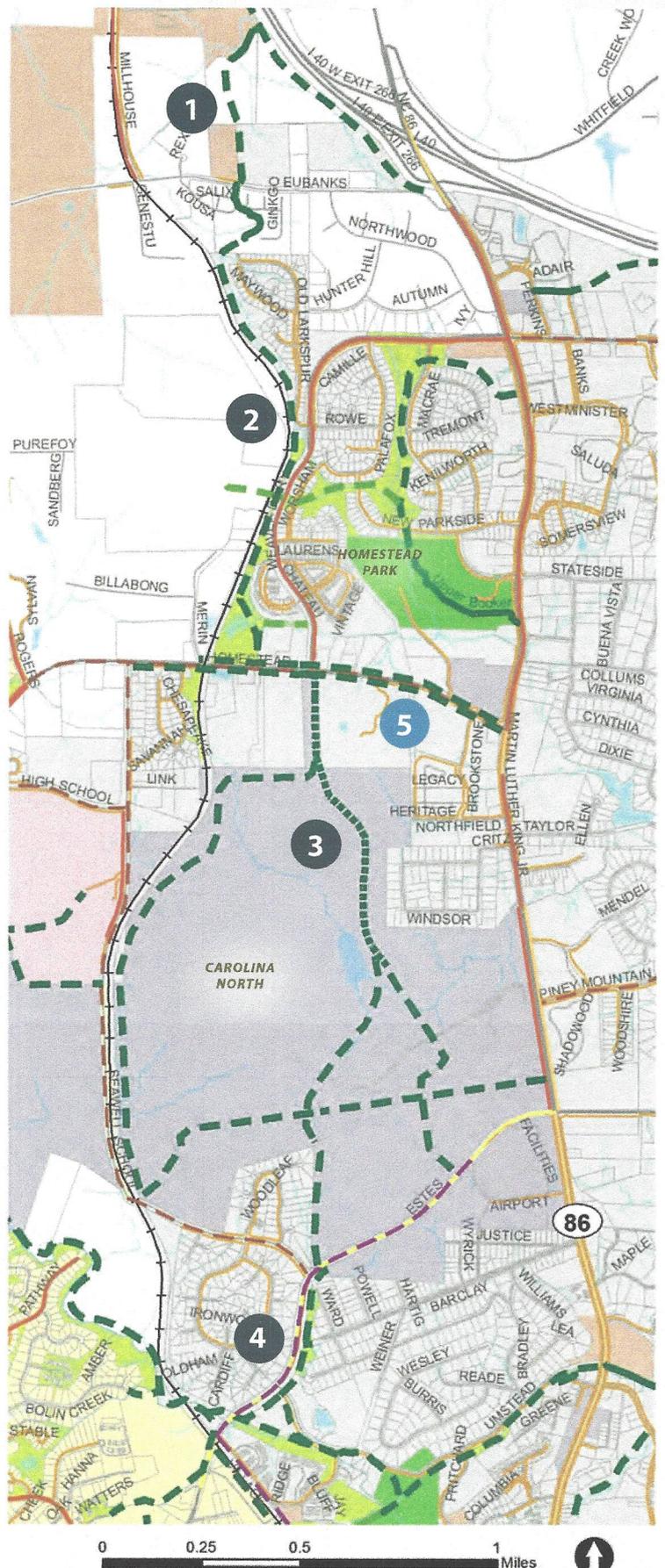
### Greenways

- Paved
- Unpaved
- - - Proposed Paved
- - - Proposed Unpaved
- - - Planned

### Bike Facilities

- Bike Lane
- Wide Shoulder/Wide Outside Lane
- - - Proposed Facility
- - - Proposed Campus to Campus Connector

- Sidewalk
- Stream
- Railroad
- Town Property
- Park
- Open Space
- School
- UNC Property
- Parcel
- Town Limits
- Carrboro Limits



MAP 4.4 - HORACE WILLIAMS TRAIL



Stanat's Place

Greenway Trail

Multi - Use Path