Introduction

515 North is a 1.49 acre development located inside the town and historic district limits of Hillsborough, NC on a parcel (soon to be recombined) just south of the Sinclair Station (which located at the southwest corner of West Corbin Street and North Churton Street). The project is composed of a three story building, 24 unit, multi-family condominium development. Development and operation of 515 will be done in strict accordance with all applicable requirements of the Historic District Commission's Design Guidelines as well as the Town of Hillsborough's Unified Development Ordinance. The 515 North project will provide 24 condominium units, 18 of which will be two bedrooms and 6 will one bedroom for a total of 42 bedrooms.

Site and Building Design

Over the last 9 months the design team has solicited the input of the neighbors and town staff in the development of 515 North. Three neighborhood meetings were held at the Town Barn. This iterative process involved the design team generating concept drawings, receiving comments and suggestions from the neighbors and town staff, redesigning the concept drawings and presenting them to the neighbors and soliciting more input. During this process the consensus conveyed to the design team was that the current trend is not to try to replicate historical structures but to make the structure more contemporary in nature. The architect responded with a design with many facets and planes to break up the normal monolithic appearance of multi-family structures and to make it more interesting and make it appear smaller.

Although all materials have not been finalized an attempt is being made to utilize materials and themes common to other buildings in Hillsborough such as corrugated metal while providing the contemporary look with much glass. In an attempt to address massing concerns of the town and neighborhood the design team has pushed the building as close to the Sinclair building and Churton Street as possible.

More importantly the design team has pushed the building down vertically into the site to lower its height to be almost 6' below that of the Sinclair Building (see below).

SECTION VIEW ALONG EASTERN FACE OF PROPOSED BUILDING FROM N CHURTON STREET LOOKING WEST

Due to lowering the building as much as possible the view from the western property line of the northern bottom floor of the building shows that it is only partially visible to the adjacent single family properties (see below).

Operation and Maintenance Schedules

515 North will be an independent living complex and residents will have access to the property at all times. Fire/emergency exits will be provided onto the interior walk areas shown on the plans. Operation and common area maintenance will be established in accordance with state law and the unit ownership act. Solid waste services are not anticipated to be handled through Orange County, but through a private solid waste service. There will be individual roll outs and two dumpsters for both 515 North and the Sinclair building that will be located in the parking area to allow easy access for solid waste vehicles. A lawn management service will also be contracted to provide all lawn and landscaping needs throughout the year to ensure that the property is kept to the standards necessary for being located in a downtown, historic, and highly visible area.

Current Land Uses

Currently there are three buildings on the site which are currently zoned R-20. The northern most building is a 1915 790 square foot abandoned single family house which is slated potentially to be relocated within the Historic District assuming approval from the Historic District Commission. The other two buildings are presently being utilized as apartment buildings. The northernmost building is a 3,500 sf +/- 5 unit apartment building. The southernmost building is a 4,100 sf +/- 2 unit apartment building with approximately 2,800 sf of commercial warehouse/storage areas in the back portion of the building. There is a common parking area between the buildings and to the rear of the northern most building with an entrance onto N. Churton Street as shown on the plans. It is predominantly cleared with mature hardwoods and saplings existing along the western boundary of the parcel between the residential lot to the west and the parking lot for the Sinclair Station.

Permitted Uses

The current zoning of does not allow for the desired multi-family residential land use; thus, rezoning is requested. Upon recombination, the applicant is requesting the combined property be rezoned as Residential Special Use. This use on this property will further enhance and contribute to the Historic District's Entranceway in a positive manner by conforming to the design guidelines set forth by the Historic District Commission.

Traffic Impact

A traffic impact analysis (TIA) was performed by a third party VOLKER ENGINEERING, the Town of Hillsborough's traffic consultant, to evaluate the traffic impact of this development. To quote from the executive summary from the report: "The proposed development is projected to generate only a small amount of traffic upon full building. Due to this small amount of traffic the existing and planned infrastructure is sufficient to accommodate the projected future traffic volumes. However, Volkert does recommend monitoring the traffic from the proposed driveway to ensure that there are no conflicts with traffic turning right from W. Corbin Street onto southbound N. Churton St. The exit only driveway should also be monitored to ensure that there are no issues with increased traffic at this access point. The proposed access point should be designed to meet NCDOT and Town of Hillsborough standards. This development will not negatively impact the health, safety, and welfare of the traveling public." The traffic report is to be submitted digitally along with this application. It is also important to note that the design team has met preliminarily with NCDOT and changes were made in the site access to address some of NCDOT's concerns. The main entrance will be located as far from the North Churton Street and Corbin Street as possible while still providing sufficient spacing from the North Churton Street and Orange Street intersection.

Parking

The rear parking lot will be connected by a cross access easement to the existing Sinclair Building parking areas. The Residential Special User zoning has no specific parking requirements. As such the formula (2 spaces per unit plus 1 space for every 5 units) for generating parking spaces for multi-family 20 or more units was used for estimating purposes. This formula indicated a total of 53 spaces. If you add this to the current 37 spaces at the current Sinclair office building you arrive at a total of 90 spaces required for both lots. Only 45 spaces are planned to be directly on the 515 North developments site because shared parking is allowed within this zoning. After the recombination and site construction the proposed development is planning on having 45 spaces on the site and sharing 8 spaces with the adjacent Sinclair Building parking. In turn the Sinclair Office Building will have 19 spaces and will share

18 spaces. In this particular case due to the nature of the use of both sites shared parking works extremely well because the Sinclair Building's peak need for parking is during the day and 515 North's peak need for parking is after work hours. This arrangement is important because it allows the 515 North development to leave more of their property untouched and/or landscaped to help provide screening with the adjacent single family residential land uses. It's important to note that in order to create a dumpster and recycling area for both sites 4 parking spaces along the western boundary of the Sinclair site need to be removed in order to allow the Sinclair site to maintain the same impervious area ratio that exists today. The removal of these parking spaces will allow the developer to plant additional screening at this corner of the existing parking lot which presently has little screening from the adjacent residential properties (see below).

Erosion and Stormwater Control Plan

During site construction activities runoff will predominately maintain existing flow patterns to the southwest and southeast. This runoff will either sheet flow or be conveyed to erosion control basins as needed during construction, however, it is also anticipated that excavated inlet protection may be sufficient for some small drainage areas. Due to the grade across the site all sediment laden stormwater

during construction will be adequately treated per all applicable town, county and state requirements. Inlet protection and silt fence will be utilized as needed to prevent runoff of on-site sediment.

Under post development conditions the site will slope to the southwest and southeast. Runoff from parking areas and drives will sheetflow to the proposed Filterras* and/or bioretention basins for water quality treatment (nitrogen, phosphorus, and total suspended solids). Roof runoff may be conveyed directly to peak flow storage systems while offsite parking areas are treated for the nutrients listed above such that the overall water quality volume is maintained for the site. This stormwater control plan provides more effective impact on the environment due to the heavy metals and total suspended solids associated with paved parking areas as opposed to the relatively clean nature of roof runoff. The underground storage (and/or bioretention will be designed to manage the 1 year storm to maintain runoff rates to pre-development conditions of this site. We would like to retain the option to use a bioretention basin for the western drainage area (0.44 ac) because the topography may lend itself to this type of treatment. The goal of stormwater management is to manage three things: quality, volume/rate of runoff and velocity. All three of these goals will be handled by this development. With the Filterras and/or bioretention the quality of the water will be improved, with the underground storage the rate of the volume of water leaving the site will be essentially the same or less than pre-development conditions as required by town ordinance and the velocity of the water leaving the site will be managed by rip rap plunge pools and other velocity dissipator devices and techniques.

*Filterras are innovative and proprietary stormwater treatment measures which are specifically designed to treat nitrogen, phosphorus and total suspended solids to meet local, state and federal guidelines.

Access to Public Ways

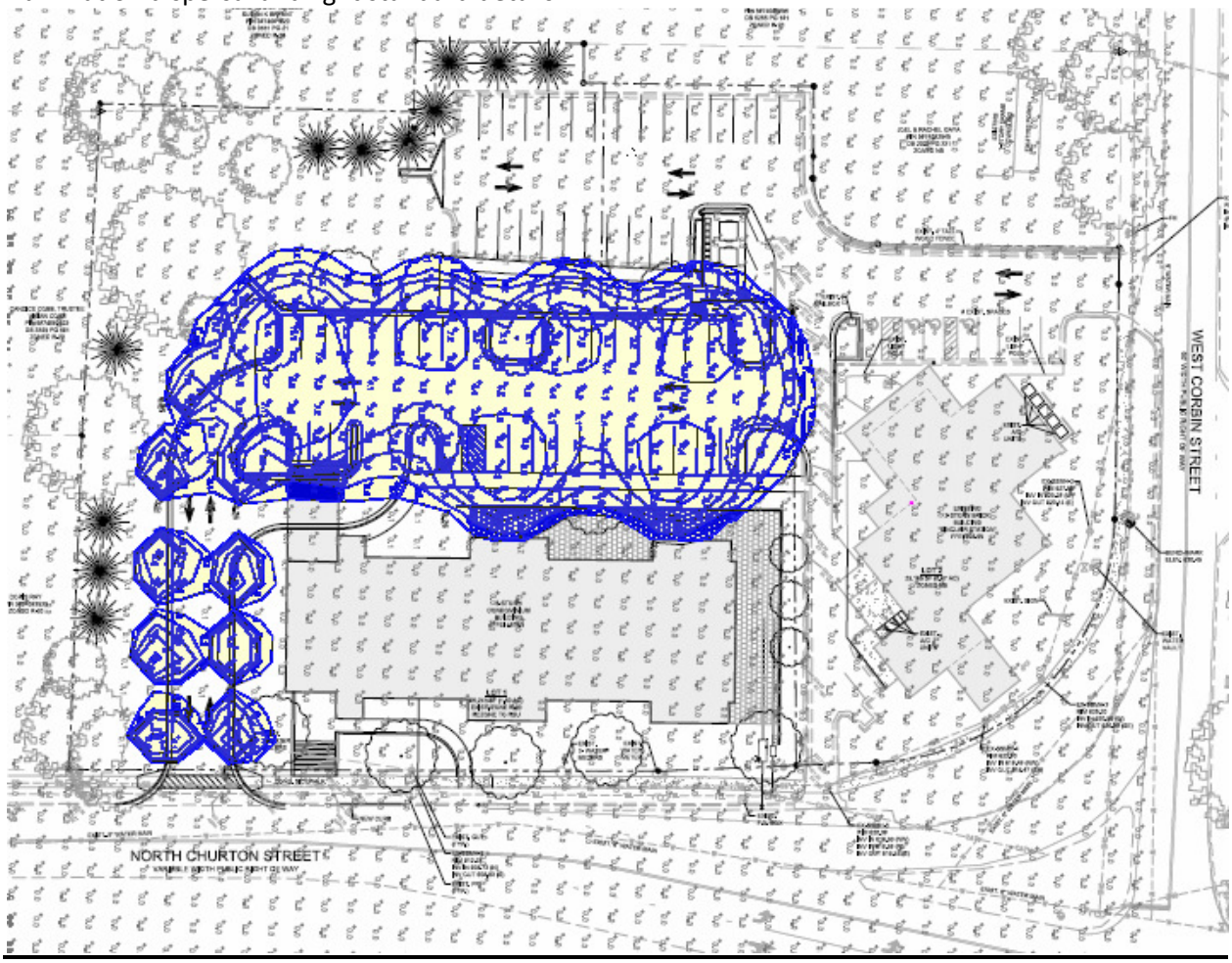
This parcel adjoins the right of way of Churton Street (NC 86) and with the cross access easement West Corbin Street (US Hwy 70), thereby providing direct access to public streets. Both streets are a public right-of-way controlled and maintained by the North Carolina Department of Transportation (NCDOT).

There is an existing public walkway along the S. Churton Street right-of-way which the applicant will tie into with a sidewalk from the courtyard between the two (2) buildings. As you can see in the renderings

shown previously the new building will have a wide staircase which connects and ties the building's lobby to the North Churton Street sidewalk encouraging residents to walk downtown.

Exterior Lighting

Exterior lighting shall be positioned on the proposed site to prevent offsite illumination greater than ½ foot-candles. As you can see from the lighting plan (see below) because the building and new parking area is as far from the residential properties as possible the lighting contours show that light generated by the site is proposed to end well before the site boundary. Wall mounted building lights will provide the illumination necessary to provide save travel in and around the building entrances, walkways and the parking areas. These luminaries will meet or exceed the illumination standards required by Section 5.26.4 of the Town of Hillsborough Ordinance. Please see the lighting sheet in the plan set for illumination dispersal and light standard details.



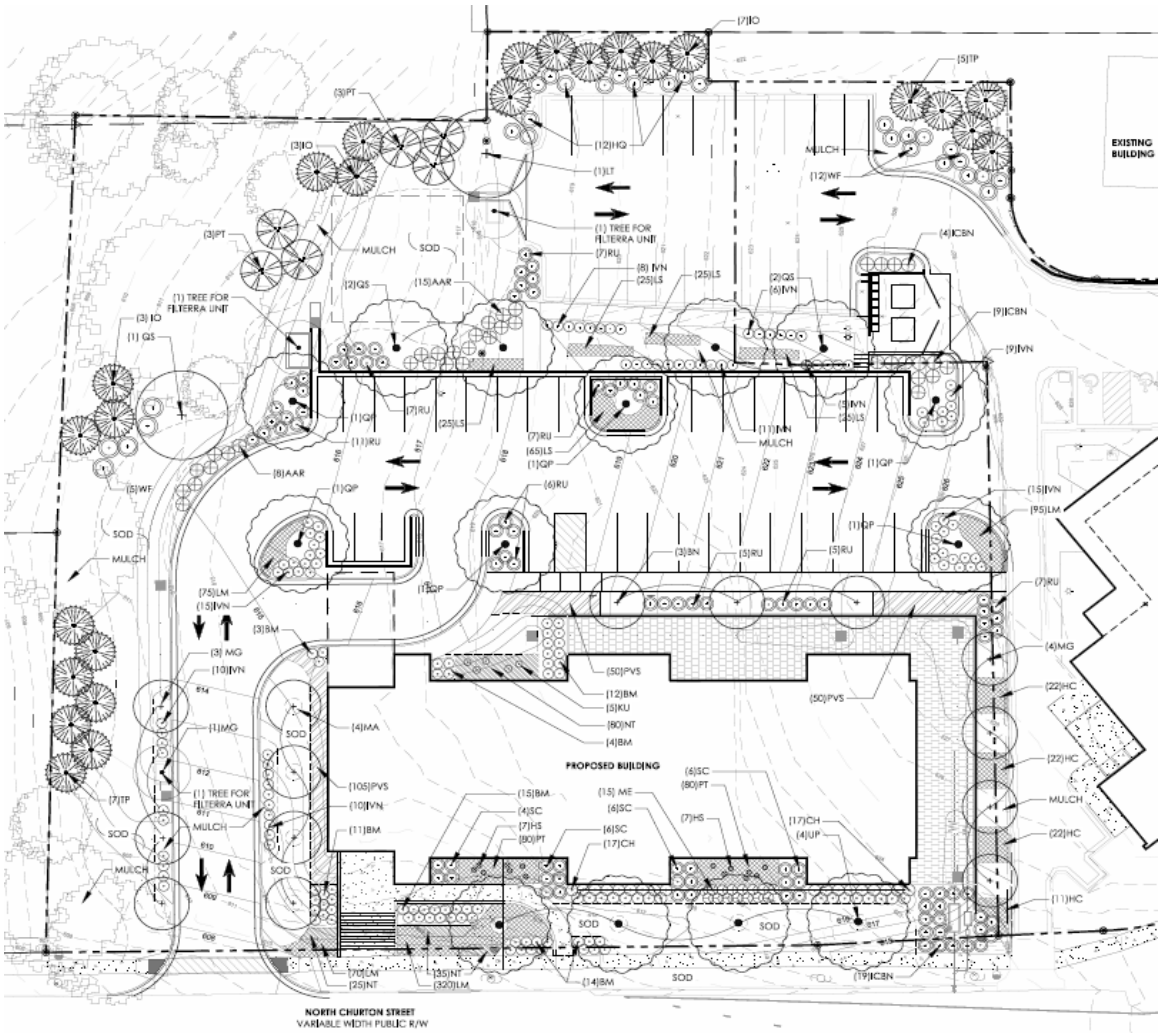
Protection of Property Values

This particular site plan conforms to the required standards of design in the Hillsborough ordinance. The placement of the proposed building is conducive to maintaining the existing wooded appearance on the southeast corner of the lot along with the many other randomly located trees. This location is as far possible from the existing residential properties and with the exit drive and adjacent landscaping the

proposed project is not anticipated to have an adverse affect on the residential property or its value. As compared to the dilapidated and poorly designed existing structures the new building will be architecturally interesting, properly maintained with energy efficient design and attract homeownership which should enhance the value of surrounding properties.

Landscaping

The developer has designed landscaping which goes beyond the Town's requirements. Natural, existing vegetation and topography have been preserved to the greatest extent possible. The site will continue to maintain the large stand of hardwoods to the southwest and moderate to steep slopes as it did in the predevelopment state. Grades in the parking area will range from 2-7% with slopes outside the parking lot being no steeper than 3:1, but most areas being flatter if at all possible. The entrance drive and adjacent sidewalk will conform to the existing gently rolling terrain. Flowers, shrubs and trees specializing screening and nitrogen removal will be provided in the bio-retention areas if used. Whether treating the stormwater or fulfilling the buffer requirements, these areas will also create an interior screening and barrier on the sides of the building providing privacy for those sitting outside on their patios/porches. Asphalt pavement and curb & gutter will be utilized on the parking area and entrance drives to convey stormwater to specific collection points.



Signs

The only signs proposed at this time will be the name of the development on the front of the building "515 North" and a small sign for residents exiting the driveway onto North Churton Street to "Watch for pedestrians".

Responses to specific Special Use Permit application requirements:

Evidence that the applicant has consulted with the State Department of Cultural Resources to determine if there are known archeological resources in the vicinity of the site:

Please see copy of email response from Steve Claggett of NC Dept. of Cultural Resources below:

David Cates

From: Claggett, Steve <steve.claggett@ncdcr.gov>
Sent: Wednesday, March 11, 2015 2:58 PM
To: David Cates
Cc: Hall, Dolores
Subject: RE: Request for NCDCR archaeological resources evaluation

Mr. Cates –

We have no archaeological sites recorded in, or near, the tract you have indicated.

You may want to consult with the State Historic Preservation Office, however, since the three structures that currently occupy the tract are part of a designated Nation Register of Historic Places district (a 1913 house and two structures from the Hillsborough Manufacturing Co dated to 1930 and 1960). Also, just across Churton St is the historic Little Hawfields/Ruffin-Rouhlac House.

The best HPO contact is Ms. Renee Gledhill-Early, environmental review coordinator. She can advise you on any historic architectural concerns. Renee.Gledhill-Earley@ncmail.net; 919-807-6579.

From: David Cates [mailto:david.cates@summitde.net]
Sent: Tuesday, March 10, 2015 11:40 AM
To: Claggett, Steve
Cc: 'John Collins'
Subject: Request for NCDCR archaeological resources evaluation

Steve,

It was nice speaking with you. Please see below a preliminary layout for our 24 unit condominium project located at 515 N Churton St in Hillsborough, NC.
Please let me know if you need any more information.

Thanks,
David

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Statement as to the applicant's preferred green building or sustainable building rating system for the project indicating the performance level intended to be met for the development site or structures in the application materials:

The applicant has directed the design team to employ sustainable building techniques and green building materials in the design of 515 North Condominium Project. All building materials will be sourced within the State of North Carolina and within a 300 mile radius to the project. The majority of building material will be of material that can be readily recycled, made of recycled products, reusable and/or be decomposable in nature. Natural day lighting and ventilations systems will be designed into each residential unit through integration of the storefront window systems with low e glass and operable sections. The thermal envelope will meet the 2015 N.C.S.B. C. and will commission the best practices of continuous insulation, resulting in retaining condition air at the highest levels. Exterior materials will have low thermal gain to have the least impact on the "Heat Island Effect" emitting barely traceable energy back into the environment. Plumbing systems will have on demand hot water and low volume fixtures. Appliances will be energy efficient and all lighting will be LED fixtures.

A statement as to the applicant's expected water use for the daily operations of the site upon completion. Projects will be required to demonstrate water saving or reuse measures that will be employed (show baseline & their use):

Currently there are 11 bedrooms in the existing apartments and 2 in the vacant single family home to total 13 bedrooms. Assuming 80 gallons per day that equates to 1,040 gallons per day to establish the current baseline.

The proposed development has twenty-four units. Seventy-five percent of those units are proposed to have two bedrooms. Therefore the total number of bedrooms equates to 18 x 2 + 6 x 1 = 42 bedrooms. If you assume 80 gallons per bedroom per Kenny Keel – Town Engineer, 42 x 80 = 3,360 gallons per day for the condominium unit. At this time the developer is planning on using low flow fixtures to achieve water savings but has no plans to employ reuse measures.

Applicants proposing 20 or more dwelling units shall indicate the provisions they intend to make in support of maintaining the diversity of housing types and housing price points in Hillsborough:

In a recent evaluation of the real estate market in the Historic District of Hillsborough there were fifteen residential properties that were either on the market or have just closed (since 1/22/2015). The average price of those fifteen properties is $431,010 (see table below). This project helps the diversity of housing types because there are no other condominiums in the Historic District. In addition 25% of the units in this building are proposed to be 1 bedroom units. There are few if any homes that you can own in the Historic District of Hillsborough that are 1 bedroom. In regards to housing price points presently the proposed price range of the condominium units in this development is in the range of $225,000 to $300,000 (although these figures are preliminary and are subject to change based on construction costs and market fluctuations). Compared to the average price of $431,000 this development will clearly provide more affordable opportunities for people to live in the Historic District and thus help to maintain the diversity of housing price points in Hillsborough. While the sample set below is quite small the number of available residential units in the Historic District is almost always small due to the desirability of living in the Historic District. It needs to be noted that of the fifteen properties listed only two are lower than the potential lowest priced condominium unit being proposed.

Property	For sale/Sold	Price
224 E Queen St	yes	$214,750
109 N Occoneechee St	yes	$245,000
104 Hillsborough Ave	yes	$290,000
315 W King St	yes	$319,500
400 N Churton St	yes	$410,000
514 Mitchell St	yes	$475,000
212 W Queen St	yes	$498,000
114 N Occoneechee St	yes	$549,000
329 W King St	yes	$574,900
115 E Queen St	yes	$895,000
112 N Nash St	sold	$45,000
233 W Margaret Ln	sold	$439,000
515 Mitchell St	sold	$465,000
436 W Tryon St	sold	$520,000
502 Mitchell St	sold	$525,000
	average	$431,010

3.8.3 GENERAL STANDARDS/FINDINGS OF FACT The Town Board shall not approve a Special Use Permit application unless it makes each of the following findings concerning the proposed special use:

(a) That the use or development is located, designed, and proposed to be operated so as to maintain the public health, safety, and general welfare. This project has been designed following the findings of a third party traffic impact analysis (TIA) coordinated by the town which evaluated the location of all site driveways. The site driveways were placed specifically to maintain as much separation from existing intersections as possible. The conclusion of the TIA was that Corbin Street will continue to operate at Level of Service A and North Churton Street will continue to operate at Level of Service B at build out of the 24 unit condominium project. The driveway onto North Churton Street is proposed to be a street type driveway in order to facilitate ingress and egress as smoothly as possible considering the current average speeds observed on North Churton Street. A stormwater system is being proposed to mitigate the flow of nutrients, pollutants and attenuate the required peak flows off the site per local and state guidelines. Filterra systems are being proposed to address the nutrient and pollutants and an underground storage system is being proposed to manage the peak flows. Evergreen landscaping and shrubbery around the parking areas are being proposed to screen light and noise from adjacent properties. The landscaping will also help to provide shade to paved areas thereby reducing the absorption of heat in an attempt to reduce heat island effects and carbon dioxide. Parking lot lighting fixtures with full cutoff are being proposed which will enable the developments isolines of zero lumens to end far from the property line thereby preventing light pollution as much as possible from the adjacent residential properties.

(b) That the use or development complies with all required regulations and standards of this Ordinance, including all applicable provisions of Articles 4, 5, and 6 and all applicable regulations; Hillsborough Unified Development Ordinance Section 3: Administrative Procedures Page 3-12

We are pursuing the Residential Special Use zoning for a 24 unit condominium building. The Residential Use Permit zoning's purpose is "to create an open-ended category for unique and diverse housing opportunities within existing residential districts as those districts age and develop." This project is unique within the Historic District because it is a condominium type residential use with a modern architectural design and this area of Hillsborough could be described to be an aging existing residential district. Our site complies with the application criteria of being a parcel containing at least 65,000 square feet, has direct vehicular access to a public street (classified as local, collector, or arterial) and is served by public water and sewer. The intent of our submittal is to comply with all aspects of the Unified Development Ordinance that relate to this zoning. At this time the only waivers we are proposing is related to steep slopes. The intent as outlined in the UDO in regards to steep slopes is to (a) preserve the natural beauty and economic value of the town's wooded hillsides. (b) Protect the plant and animal habitat of steep slope areas from the effects of land disturbance, and (c) Protect water bodies (streams and lakes) and wetlands from the effects of erosion on water quality and water body integrity. We are requesting the waiver because this site does not exhibit or possess any of these characteristics. Where we have steep slopes they are not wooded, possess no unusual plant or animal habitat and we have no water bodies or wetlands on the property. If there are additional waivers we are not aware of them at this time, however, we are prepared to respond after review by Town staff to address any additional waivers.

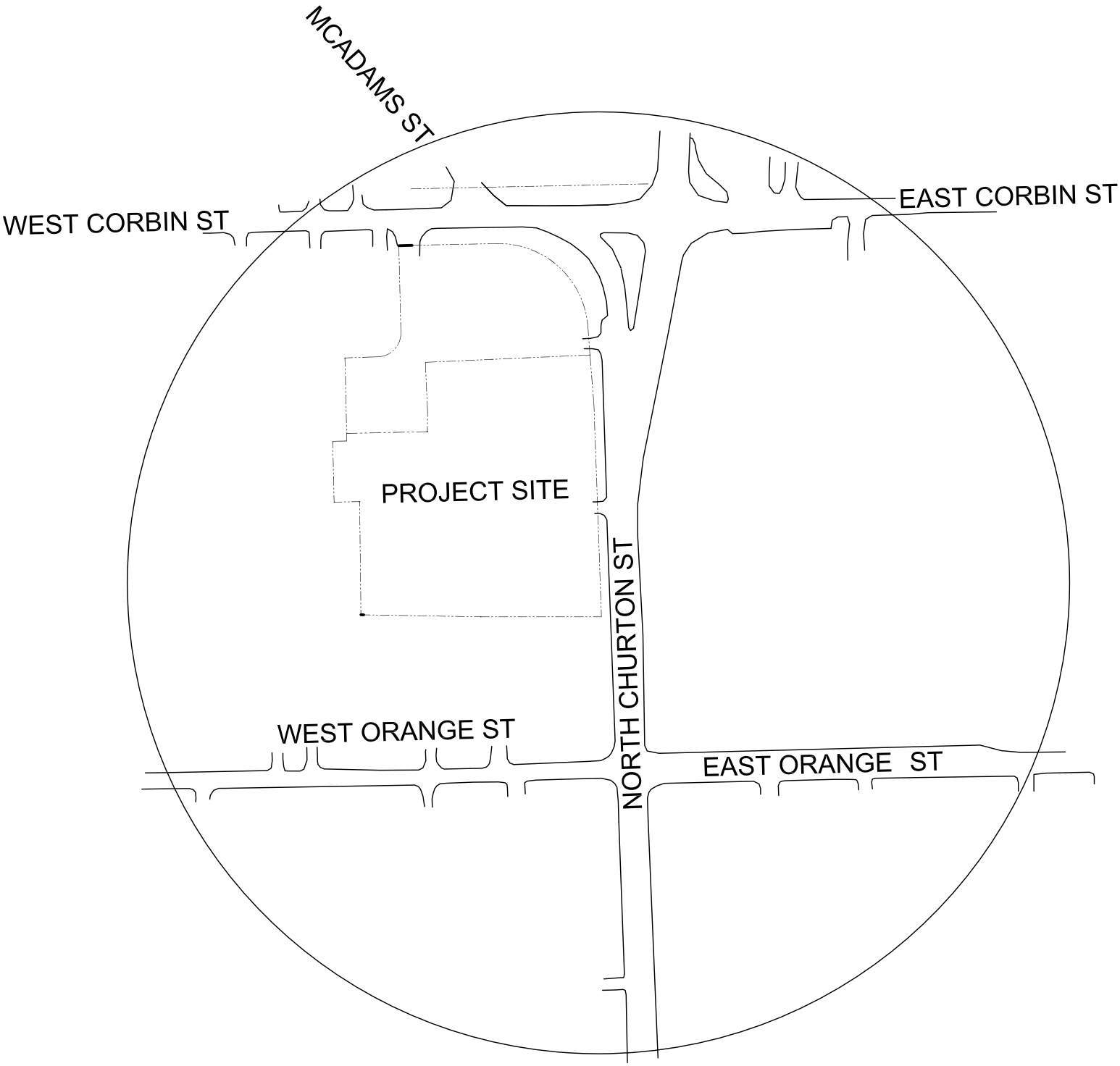
(c) That the use or development is located, designed, and proposed to be operated so as to maintain or enhance the value of contiguous property, or that the use or development is a public necessity; and
The proposed development will be located as close as possible to the existing Sinclair office building and as far as possible from the existing single family residential to help provide a buffer between the higher density use and lower density single family residential use. Clearly the proposed development will be an improvement over the existing poorly designed apartment complex and abandoned house and will enhance the value of contiguous property by providing an architecturally interesting design which will attract a vibrant homeowner base.

(d) That the use or development conforms with the general plans for the physical development of the Town and is consistent with the Town's Comprehensive Plan. Currently the site is occupied by two apartment buildings and an abandoned single family house in a state of disrepair. The proposed development is shown on the Town's Future Land Use Plan map (adopted 3/11/2013) to be in the Neighborhood Mixed Use district. This type of land use encourages a higher density which this development proposes without overpowering the adjacent single family residential. The proposed development works in concert with the adjacent Sinclair office complex as they will be sharing 22 parking spaces as the office site will require more space during the day and the condominiums will require more parking at night thus reducing the overall impervious dedicated to parking for both site. The Town's vision states, "We envision Hillsborough as a prosperous town, filled with vitality, fostering a strong sense of community, which celebrates its unique heritage and small-town character." This development will help provide that prosperous feel and vitality to the northern edge of the Historic District by converting poorly designed or abandoned buildings to a cutting edge building which will provide the opportunity to have home ownership in the Historic District without the cost of a single family home which can be beyond the reach of some. Two of the goals of the Vision 2030 plan are to modify regulations to allow additional density while maintaining neighborhood character (Goal 1:A.3 and Goal 1:B.1). This development helps to address these goals by providing well designed density between an office/commercial area and a single family residential area. Goal 1:A.6 (Coordinate with local and regional preservation agencies to protect and preserve significant historical, architectural, and

archaeological resources) was addressed by coordinating with the State Department of Cultural Resources to determine that "we have no archaeological sites recorded in, or near, the tract…".

CONCLUSION

The selection of this site for the new twenty-four (24) unit residential development – 515 North is appropriate and beneficial for the Town of Hillsborough. The uniqueness of this location being an entranceway to Historic Hillsborough will provide the opportunity to enhance the look and appeal of this highly visible area. This Special Use Permit application and associated plans are compiled and submitted in order to convey the owner's intent. Review of the information is appreciated and further input and guidance is welcomed.



EXISTING DRIVEWAYS
WITHIN 500' OF PROPOSED
SITE ACCESS