

# OLD FARMER'S MARKET OFFICE BUILDING in CARBORO, NC

A Proposed 18,766 sq. ft.  
OFFICE BUILDING  
(3 floors - single phase  
construction)

CONDITIONAL USE PERMIT  
MODIFICATION  
OWNER

CARR MILL LIMITED  
PARTNERSHIP  
AGENT/APPLICANT

N. R. Millan Associates  
Nathan Millan  
200 N. Greensboro St  
Carboro, NC 27810  
(919) 942-8851

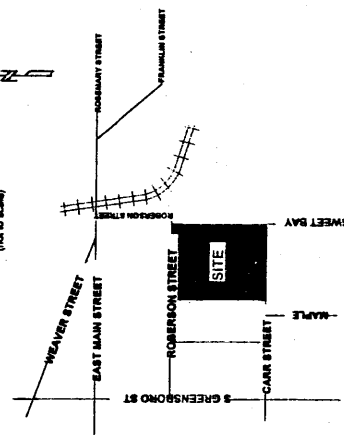
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- C-1 Grading and Drainage
- C-2 Site Utilities
- C-3 Notes and Details
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- A-2 Elevations
- A-3 Elevations

ARCHITECT  
Jack Haggerty, Architect  
212 W. Main Street  
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phone: (919) 947-6161

CIVIL ENGINEER  
SGI Technical Services  
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Carboro, NC 27810  
phone: (919) 942-7612

## SITE LOCATION (not to scale)



SUBMITTALS		SUBMITTALS	
Submission 1	Submission 2	Submission 3	Submission 4
Site Plan	Site Plan	Site Plan	Site Plan
Grading and Drainage	Grading and Drainage	Grading and Drainage	Grading and Drainage
Site Utilities	Site Utilities	Site Utilities	Site Utilities
Notes and Details	Notes and Details	Notes and Details	Notes and Details
Floor Plan	Floor Plan	Floor Plan	Floor Plan
Elevations	Elevations	Elevations	Elevations
Elevations	Elevations	Elevations	Elevations

## PROJECT SUMMARY

TAX MAP REFERENCE: 7.00 2.100 (B&B); 7.31 A.14 (0.318-acre north of Weaver Street are part of the same CLUP)

ADDRESS: 300 Robertson Street

CONSTRUCTION AREA: 26,237-sq. ft. (0.60 acres)

ZONING DISTRICT: B-10 (General Business)

OVERLAY ZONING DISTRICT: none

EXISTING PERMITTED USE CATEGORIES: 1.19-4.816 (sec. 1.112, 1.113, 1.121, 1.122, 1.123, 1.124, 1.125, 1.126, 1.127, 1.128, 1.129, 1.130, 1.131, 1.132, 1.133, 1.134, 1.135, 1.136, 1.137, 1.138, 1.139, 1.140, 1.141, 1.142, 1.143, 1.144, 1.145, 1.146, 1.147, 1.148, 1.149, 1.150, 1.151, 1.152, 1.153, 1.154, 1.155, 1.156, 1.157, 1.158, 1.159, 1.160, 1.161, 1.162, 1.163, 1.164, 1.165, 1.166, 1.167, 1.168, 1.169, 1.170, 1.171, 1.172, 1.173, 1.174, 1.175, 1.176, 1.177, 1.178, 1.179, 1.180, 1.181, 1.182, 1.183, 1.184, 1.185, 1.186, 1.187, 1.188, 1.189, 1.190, 1.191, 1.192, 1.193, 1.194, 1.195, 1.196, 1.197, 1.198, 1.199, 1.200, 1.201, 1.202, 1.203, 1.204, 1.205, 1.206, 1.207, 1.208, 1.209, 1.210, 1.211, 1.212, 1.213, 1.214, 1.215, 1.216, 1.217, 1.218, 1.219, 1.220, 1.221, 1.222, 1.223, 1.224, 1.225, 1.226, 1.227, 1.228, 1.229, 1.230, 1.231, 1.232, 1.233, 1.234, 1.235, 1.236, 1.237, 1.238, 1.239, 1.240, 1.241, 1.242, 1.243, 1.244, 1.245, 1.246, 1.247, 1.248, 1.249, 1.250, 1.251, 1.252, 1.253, 1.254, 1.255, 1.256, 1.257, 1.258, 1.259, 1.260, 1.261, 1.262, 1.263, 1.264, 1.265, 1.266, 1.267, 1.268, 1.269, 1.270, 1.271, 1.272, 1.273, 1.274, 1.275, 1.276, 1.277, 1.278, 1.279, 1.280, 1.281, 1.282, 1.283, 1.284, 1.285, 1.286, 1.287, 1.288, 1.289, 1.290, 1.291, 1.292, 1.293, 1.294, 1.295, 1.296, 1.297, 1.298, 1.299, 1.300, 1.301, 1.302, 1.303, 1.304, 1.305, 1.306, 1.307, 1.308, 1.309, 1.310, 1.311, 1.312, 1.313, 1.314, 1.315, 1.316, 1.317, 1.318, 1.319, 1.320, 1.321, 1.322, 1.323, 1.324, 1.325, 1.326, 1.327, 1.328, 1.329, 1.330, 1.331, 1.332, 1.333, 1.334, 1.335, 1.336, 1.337, 1.338, 1.339, 1.340, 1.341, 1.342, 1.343, 1.344, 1.345, 1.346, 1.347, 1.348, 1.349, 1.350, 1.351, 1.352, 1.353, 1.354, 1.355, 1.356, 1.357, 1.358, 1.359, 1.360, 1.361, 1.362, 1.363, 1.364, 1.365, 1.366, 1.367, 1.368, 1.369, 1.370, 1.371, 1.372, 1.373, 1.374, 1.375, 1.376, 1.377, 1.378, 1.379, 1.380, 1.381, 1.382, 1.383, 1.384, 1.385, 1.386, 1.387, 1.388, 1.389, 1.390, 1.391, 1.392, 1.393, 1.394, 1.395, 1.396, 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1.540, 1.541, 1.542, 1.543, 1.544, 1.545, 1.546, 1.547, 1.548, 1.549, 1.550, 1.551, 1.552, 1.553, 1.554, 1.555, 1.556, 1.557, 1.558, 1.559, 1.560, 1.561, 1.562, 1.563, 1.564, 1.565, 1.566, 1.567, 1.568, 1.569, 1.570, 1.571, 1.572, 1.573, 1.574, 1.575, 1.576, 1.577, 1.578, 1.579, 1.580, 1.581, 1.582, 1.583, 1.584, 1.585, 1.586, 1.587, 1.588, 1.589, 1.590, 1.591, 1.592, 1.593, 1.594, 1.595, 1.596, 1.597, 1.598, 1.599, 1.600, 1.601, 1.602, 1.603, 1.604, 1.605, 1.606, 1.607, 1.608, 1.609, 1.610, 1.611, 1.612, 1.613, 1.614, 1.615, 1.616, 1.617, 1.618, 1.619, 1.620, 1.621, 1.622, 1.623, 1.624, 1.625, 1.626, 1.627, 1.628, 1.629, 1.630, 1.631, 1.632, 1.633, 1.634, 1.635, 1.636, 1.637, 1.638, 1.639, 1.640, 1.641, 1.642, 1.643, 1.644, 1.645, 1.646, 1.647, 1.648, 1.649, 1.650, 1.651, 1.652, 1.653, 1.654, 1.655, 1.656, 1.657, 1.658, 1.659, 1.660, 1.661, 1.662, 1.663, 1.664, 1.665, 1.666, 1.667, 1.668, 1.669, 1.670, 1.671, 1.672, 1.673, 1.674, 1.675, 1.676, 1.677, 1.678, 1.679, 1.680, 1.681, 1.682, 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1.969, 1.970, 1.971, 1.972, 1.973, 1.974, 1.975, 1.976, 1.977, 1.978, 1.979, 1.980, 1.981, 1.982, 1.983, 1.984, 1.985, 1.986, 1.987, 1.988, 1.989, 1.990, 1.991, 1.992, 1.993, 1.994, 1.995, 1.996, 1.997, 1.998, 1.999, 2.000, 2.001, 2.002, 2.003, 2.004, 2.005, 2.006, 2.007, 2.008, 2.009, 2.010, 2.011, 2.012, 2.013, 2.014, 2.015, 2.016, 2.017, 2.018, 2.019, 2.020, 2.021, 2.022, 2.023, 2.024, 2.025, 2.026, 2.027, 2.028, 2.029, 2.030, 2.031, 2.032, 2.033, 2.034, 2.035, 2.036, 2.037, 2.038, 2.039, 2.040, 2.041, 2.042, 2.043, 2.044, 2.045, 2.046, 2.047, 2.048, 2.049, 2.050, 2.051, 2.052, 2.053, 2.054, 2.055, 2.056, 2.057, 2.058, 2.059, 2.060, 2.061, 2.062, 2.063, 2.064, 2.065, 2.066, 2.067, 2.068, 2.069, 2.070, 2.071, 2.072, 2.073, 2.074, 2.075, 2.076, 2.077, 2.078, 2.079, 2.080, 2.081, 2.082, 2.083, 2.084, 2.085, 2.086, 2.087, 2.088, 2.089, 2.090, 2.091, 2.092, 2.093, 2.094, 2.095, 2.096, 2.097, 2.098, 2.099, 2.100, 2.101, 2.102, 2.103, 2.104, 2.105, 2.106, 2.107, 2.108, 2.109, 2.110, 2.111, 2.112, 2.113, 2.114, 2.115, 2.116, 2.117, 2.118, 2.119, 2.120, 2.121, 2.122, 2.123, 2.124, 2.125, 2.126, 2.127, 2.128, 2.129, 2.130, 2.131, 2.132, 2.133, 2.134, 2.135, 2.136, 2.137, 2.138, 2.139, 2.140, 2.141, 2.142, 2.143, 2.144, 2.145, 2.146, 2.147, 2.148, 2.149, 2.150, 2.151, 2.152, 2.153, 2.154, 2.155, 2.156, 2.157, 2.158, 2.159, 2.160, 2.161, 2.162, 2.163, 2.164, 2.165, 2.166, 2.167, 2.168, 2.169, 2.170, 2.171, 2.172, 2.173, 2.174, 2.175, 2.176, 2.177, 2.178, 2.179, 2.180, 2.181, 2.182, 2.183, 2.184, 2.185, 2.186, 2.187, 2.188, 2.189, 2.190, 2.191, 2.192, 2.193, 2.194, 2.195, 2.196, 2.197, 2.198, 2.199, 2.200, 2.201, 2.202, 2.203, 2.204, 2.205, 2.206, 2.207, 2.208, 2.209, 2.210, 2.211, 2.212, 2.213, 2.214, 2.215, 2.216, 2.217, 2.218, 2.219, 2.220, 2.221, 2.222, 2.223, 2.224, 2.225, 2.226, 2.227, 2.228, 2.229, 2.230, 2.231, 2.232, 2.233, 2.234, 2.235, 2.236, 2.237, 2.238, 2.239, 2.240, 2.241, 2.242, 2.243, 2.244, 2.245, 2.246, 2.247, 2.248, 2.249, 2.250, 2.251, 2.252, 2.253, 2.254, 2.255, 2.256, 2.257, 2.258, 2.259, 2.260, 2.261, 2.262, 2.263, 2.264, 2.265, 2.266, 2.267, 2.268, 2.269, 2.270, 2.271, 2.272, 2.273, 2.274, 2.275, 2.276, 2.277, 2.278, 2.279, 2.280, 2.281, 2.282, 2.283, 2.284, 2.285, 2.286, 2.287, 2.288, 2.289, 2.290, 2.291, 2.292, 2.293, 2.294, 2.295, 2.296, 2.297, 2.298, 2.299, 2.300, 2.301, 2.302, 2.303, 2.304, 2.305, 2.306, 2.307, 2.308, 2.309, 2.310, 2.311, 2.312, 2.313, 2.314, 2.315, 2.316, 2.317, 2.318, 2.319, 2.320, 2.321, 2.322, 2.323, 2.324, 2.325, 2.326, 2.327, 2.328, 2.329, 2.330, 2.331, 2.332, 2.333, 2.334, 2.335, 2.336, 2.337, 2.338, 2.339, 2.340, 2.341, 2.342, 2.343, 2.344, 2.345, 2.346, 2.347, 2.348, 2.349, 2.350, 2.351, 2.352, 2.353, 2.354, 2.355, 2.356, 2.357, 2.358, 2.359, 2.360, 2.361, 2.362, 2.363, 2.364, 2.365, 2.366, 2.367, 2.368, 2.369, 2.370, 2.371, 2.372, 2.373, 2.374, 2.375, 2.376, 2.377, 2.378, 2.379, 2.380, 2.381, 2.382, 2.383, 2.384, 2.385, 2.386, 2.387, 2.388, 2.389, 2.390, 2.391, 2.392, 2.393, 2.394, 2.395, 2.396, 2.397, 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2.541, 2.542, 2.543, 2.544, 2.545, 2.546, 2.547, 2.548, 2.549, 2.550, 2.551, 2.552, 2.553, 2.554, 2.555, 2.556, 2.557, 2.558, 2.559, 2.560, 2.561, 2.562, 2.563, 2.564, 2.565, 2.566, 2.567, 2.568, 2.569, 2.570, 2.571, 2.572, 2.573, 2.574, 2.575, 2.576, 2.577, 2.578, 2.579, 2.580, 2.581, 2.582, 2.583, 2.584, 2.585, 2.586, 2.587, 2.588, 2.589, 2.590, 2.591, 2.592, 2.593, 2.594, 2.595, 2.596, 2.597, 2.598, 2.599, 2.600, 2.601, 2.602, 2.603, 2.604, 2.605, 2.606, 2.607, 2.608, 2.609, 2.610, 2.611, 2.612, 2.613, 2.614, 2.615, 2.616, 2.617, 2.618, 2.619, 2.620, 2.621, 2.622, 2.623, 2.624, 2.625, 2.626, 2.627, 2.628, 2.629, 2.630, 2.631, 2.632, 2.633, 2.634, 2.635, 2.636, 2.637, 2.638, 2.639, 2.640, 2.641, 2.642, 2.643, 2.644, 2.645, 2.646, 2.647, 2.648, 2.649, 2.650, 2.651, 2.652, 2.653, 2.654, 2.655, 2.656, 2.657, 2.658, 2.659, 2.660, 2.661, 2.662, 2.663, 2.664, 2.665, 2.666, 2.667, 2.668, 2.669, 2.670, 2.671, 2.672, 2.673, 2.674, 2.675, 2.676,

William S. Jopner, Professional Land Surveyor, certifies that this survey is of existing parcels of land.

*William S. Jopner*  
Professional Land Surveyor (1-10487)

**JOYNER SURVEYING COMPANY**  
110 W. Main St. Suite 2M  
Carlboro, N. C. 27610  
Ph. (919) 933-3071 Fax (919) 933-3042

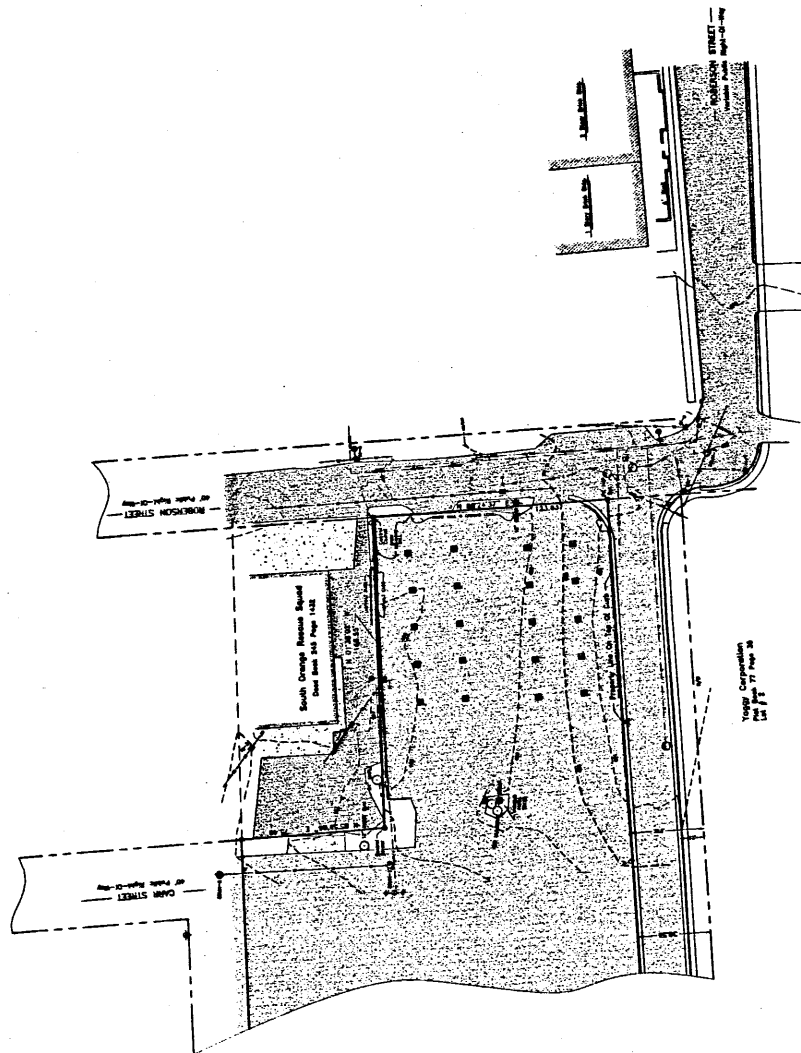


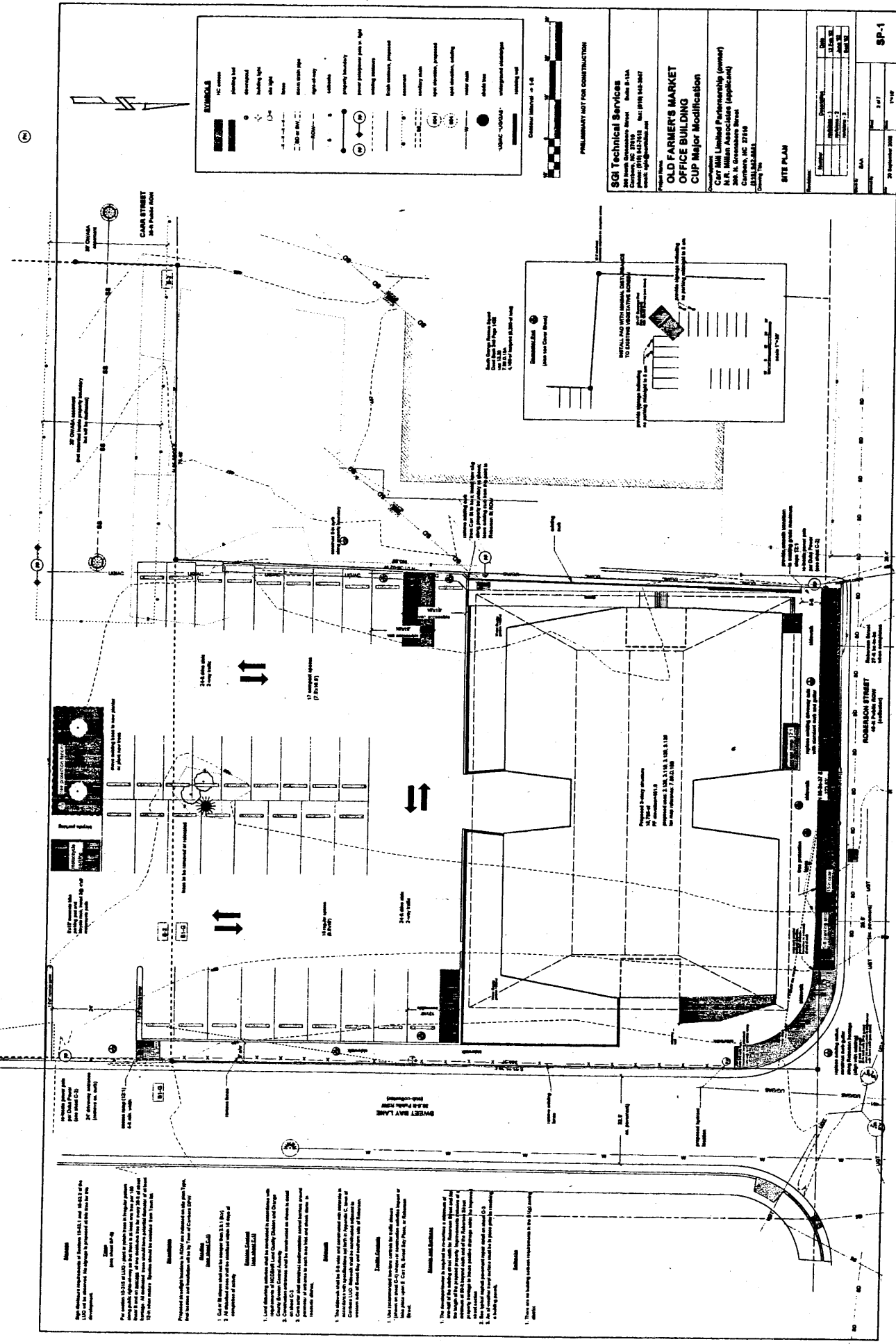
Owner- Carr MM Meat Limited Partnership  
Agent/ Applicant - N.B. Milles & Associates  
200 N. Greenshore St.  
Carrollton, NC 27818  
942-8851

Boundary & Topographical Survey of  
**OLD FARMERS MARKET**  
 Corbarrs — Chapel Hill Twp. — Orange Co. — NC

NAME: Mr. Gary M. Mangel ADDRESS: 1111111111  
 DATE: October 15, 2001 PRINTING: 10 copies, 01/05/02  
 PRICE: February 15, 2002

A-2

[illegible]



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www.sgi-technical.com

**OLD FARMER'S MARKET  
OFFICE BUILDING  
CUP Major Modification**

Project Name:  
Client:  
Contractor:  
Architect:  
Engineer:  
Surveyor:  
City:

**SITE PLAN**

Scale: 1" = 10'  
Date: 10/10/10  
Sheet: SP-1

- Notes:**
1. The information on this drawing is based on the information provided by the client and the information on the ground. The client is responsible for the accuracy of the information provided.
  2. The information on this drawing is based on the information provided by the client and the information on the ground. The client is responsible for the accuracy of the information provided.
  3. The information on this drawing is based on the information provided by the client and the information on the ground. The client is responsible for the accuracy of the information provided.
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  10. The information on this drawing is based on the information provided by the client and the information on the ground. The client is responsible for the accuracy of the information provided.

[illegible]

**Landscaping Notes**

1. Read the previous lesson reading notes to waste.

2. Answer questions/planning and be evaluated.

3. There is 1 sec here adjusted to the day. No tests are

**Landscaping Legend**

1. **Planting**

2. **Planting**

3. **Planting**

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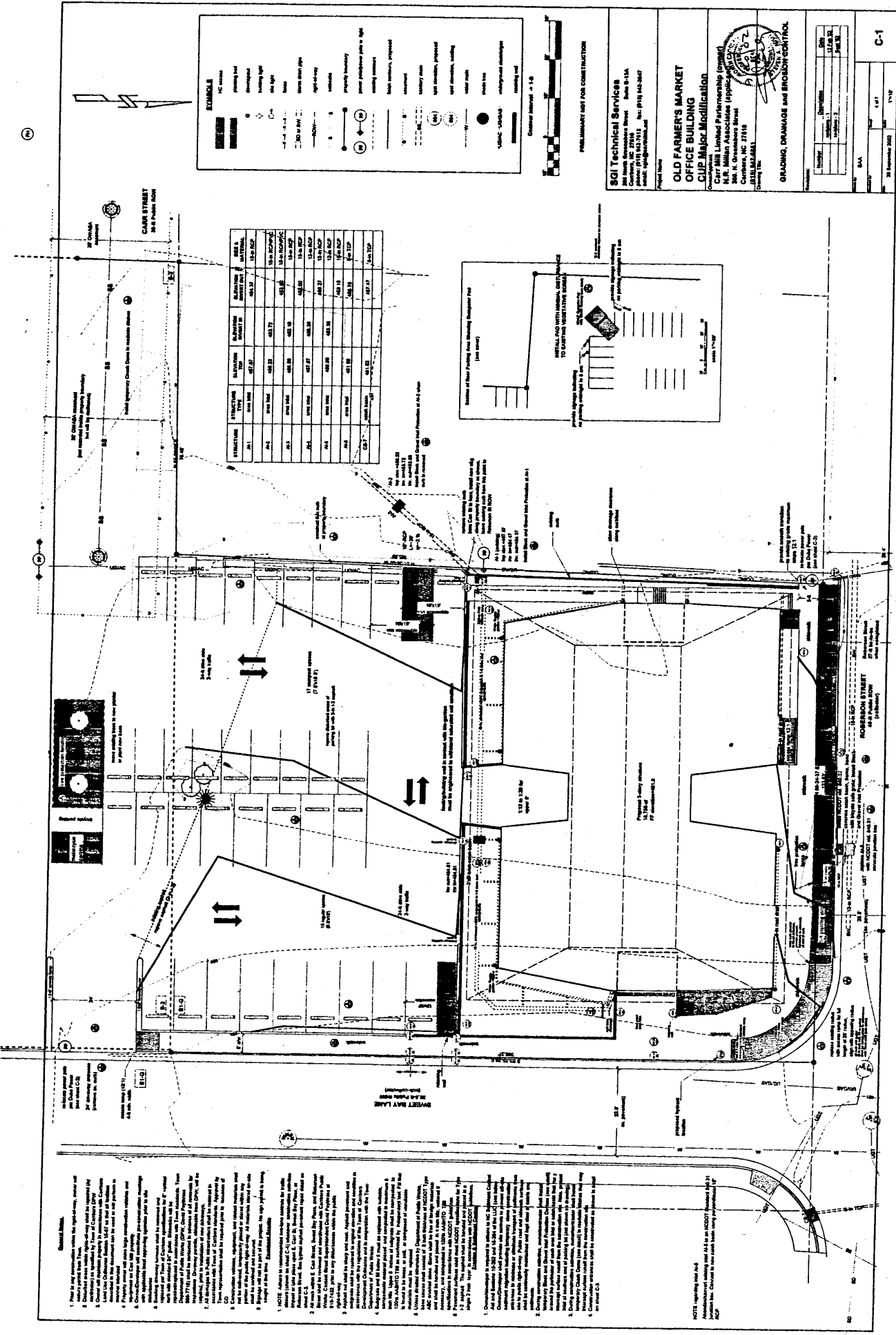
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**EXAMPLES**

1" = 20'	1" = 10'	1" = 5'	1" = 2.5'	1" = 1.25'	1" = 0.625'	1" = 0.3125'	1" = 0.15625'	1" = 0.078125'	1" = 0.0390625'	1" = 0.01953125'	1" = 0.009765625'	1" = 0.0048828125'	1" = 0.00244140625'	1" = 0.001220703125'	1" = 0.0006103515625'	1" = 0.00030517578125'	1" = 0.000152587890625'	1" = 0.0000762939453125'	1" = 0.00003814697265625'	1" = 0.000019073486328125'	1" = 0.0000095367431640625'	1" = 0.00000476837158203125'	1" = 0.000002384185791015625'	1" = 0.0000011920928955078125'	1" = 0.00000059604644775390625'	1" = 0.000000298023223876953125'	1" = 0.0000001490116119384765625'	1" = 0.00000007450580596923828125'	1" = 0.000000037252902984619140625'	1" = 0.0000000186264514923095703125'	1" = 0.00000000931322574615478515625'	1" = 0.000000004656612873077392578125'	1" = 0.0000000023283064365386962890625'	1" = 0.00000000116415321826934814453125'	1" = 0.000000000582076609134674072265625'	1" = 0.0000000002910383045673370361328125'	1" = 0.00000000014551915228366851806640625'	1" = 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**S&I Technical Services**

300 North Greenbush Street Suite B-12  
Cary, NC 27510  
phone: (919) 943-7832 fax: (919) 943-3646  
email: [egia@earthlink.net](mailto:egia@earthlink.net)

**OLD FARMER'S MARKET  
OFFICE BUILDING  
CUP Major Modification**

**Carr Mill Limited Partnership (owner)**  
**N.R. Mullen Associates (applicant)**

200 N. Greensboro Street  
Carrboro, NC 27610

(518) 842-8881  
 Sewing Tans



UTILITIES

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STATION  
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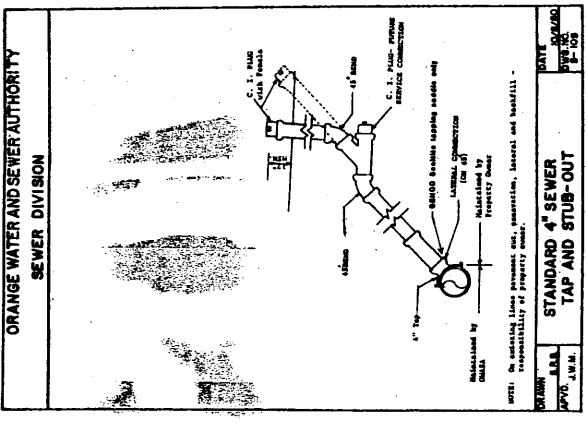
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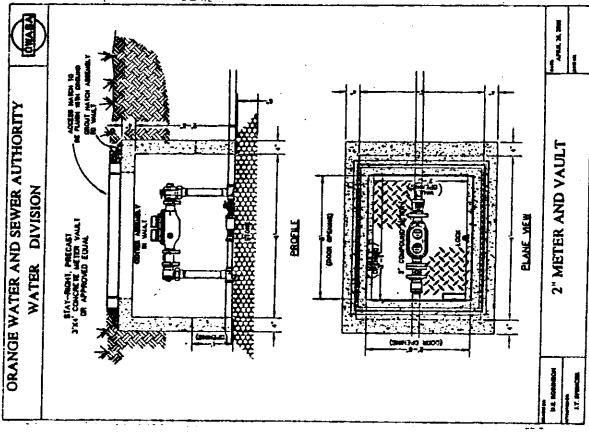
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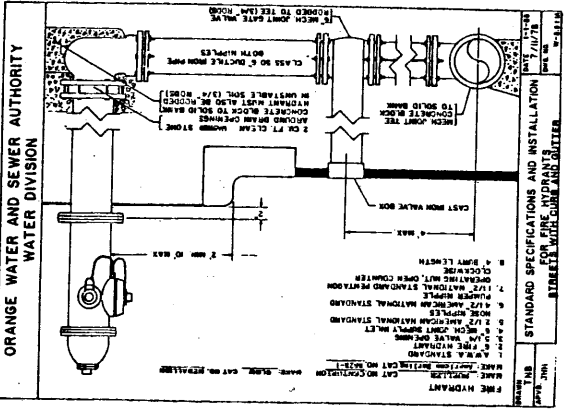
ORANGE WATER AND SEWER AUTHORITY  
SEWER DIVISION

STANDARD 4\"/>



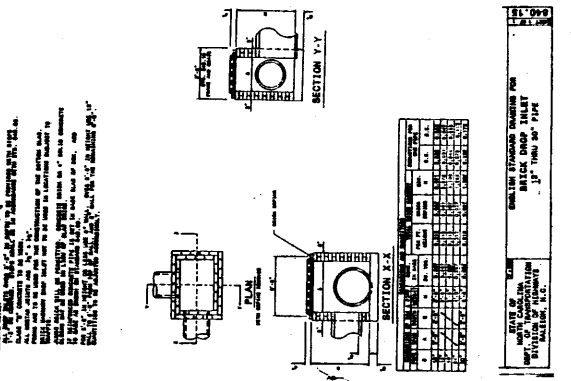
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WATER DIVISION

2\"/>



ORANGE WATER AND SEWER AUTHORITY  
WATER DIVISION

FIRE HYDRANT  
STANDARD SPECIFICATIONS AND INSTALLATION



ORANGE WATER AND SEWER AUTHORITY  
WATER DIVISION

1\"/>

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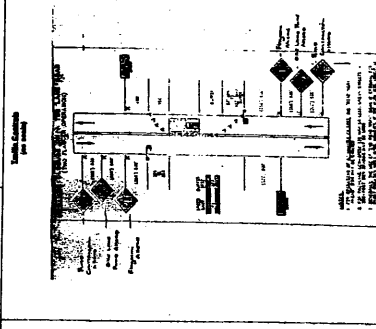
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SGI Technical Services  
100 South Broadway Street  
Suite 100  
Portland, OR 97204  
Phone: 503.444.4444  
Fax: 503.444.4444  
Email: sgi@sgitechnical.com

OLD FARMERS MARKET  
OFFICE BUILDING  
CUP Major Modification

Cart Mill Limited Partnership (owner)  
M.R. Hillman Associates (architect)  
200 N. Broadway Street  
Portland, OR 97204  
Phone: 503.444.4444

MISCELLANEOUS NOTES AND DETAILS

C-4





**Jack Haggerty, Architect**  
212 West Main St  
Carrboro, NC 27510  
967-5191 (phone & fax)

**Old Farmers' Market  
Office Building**  
Carrboro, NC  
Conditional Use Permit  
Major Modification

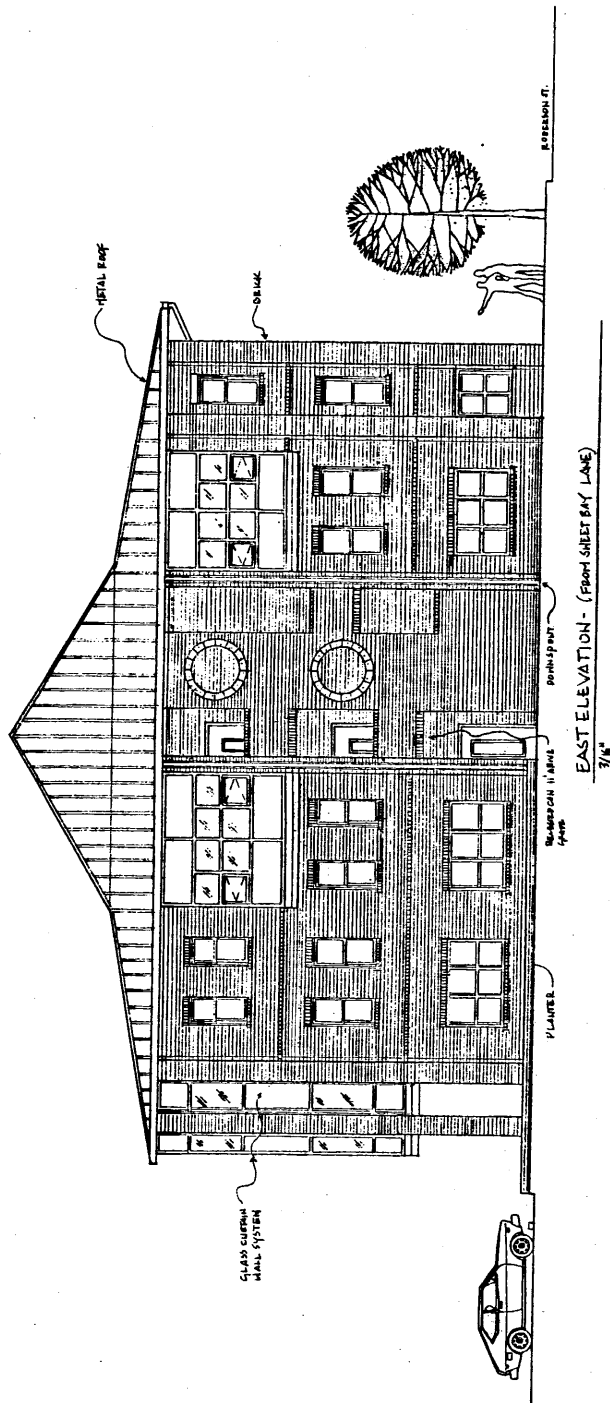
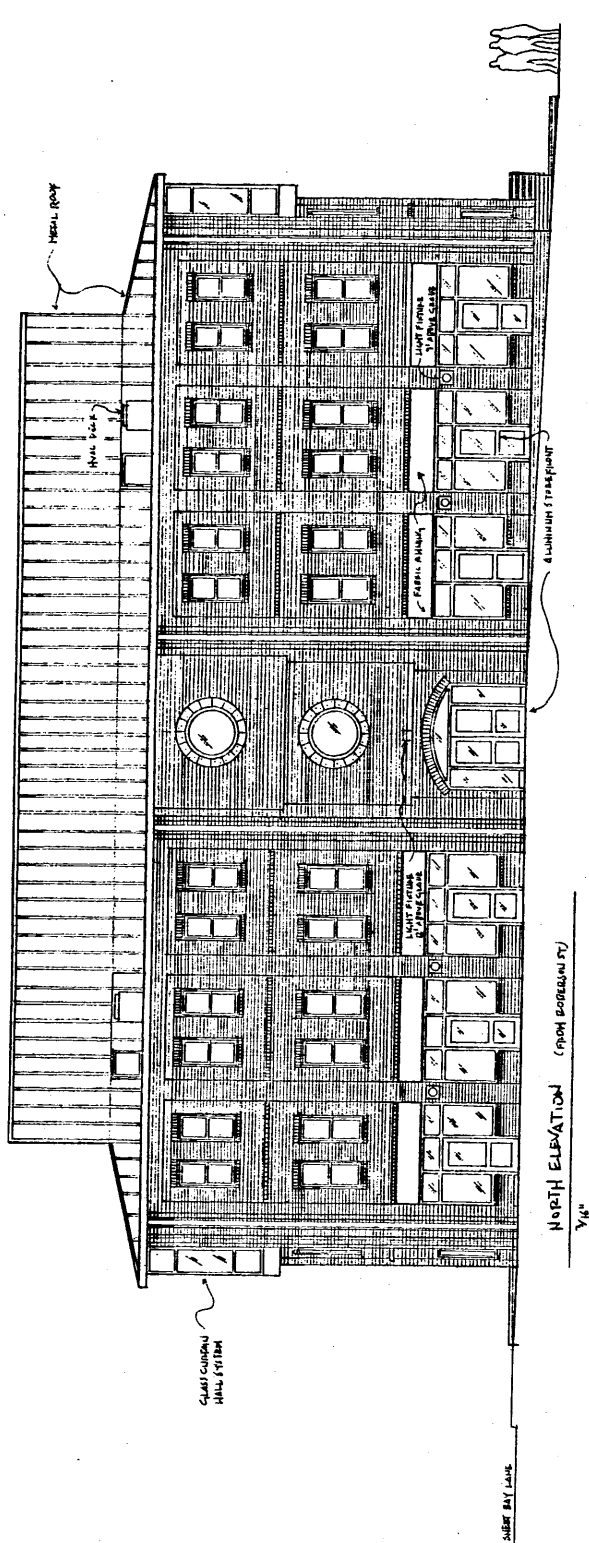
Owner- Carr MHI Metal Limited Partnership  
Agent/ Applicant - N.B. Willis & Associates  
200 N. Greenshore St.  
Carrboro, NC 27510  
943-8851

## ELEVATIONS

Revised	11/7/71
	11/15/71
Revised by: J11	

4-2

A-10



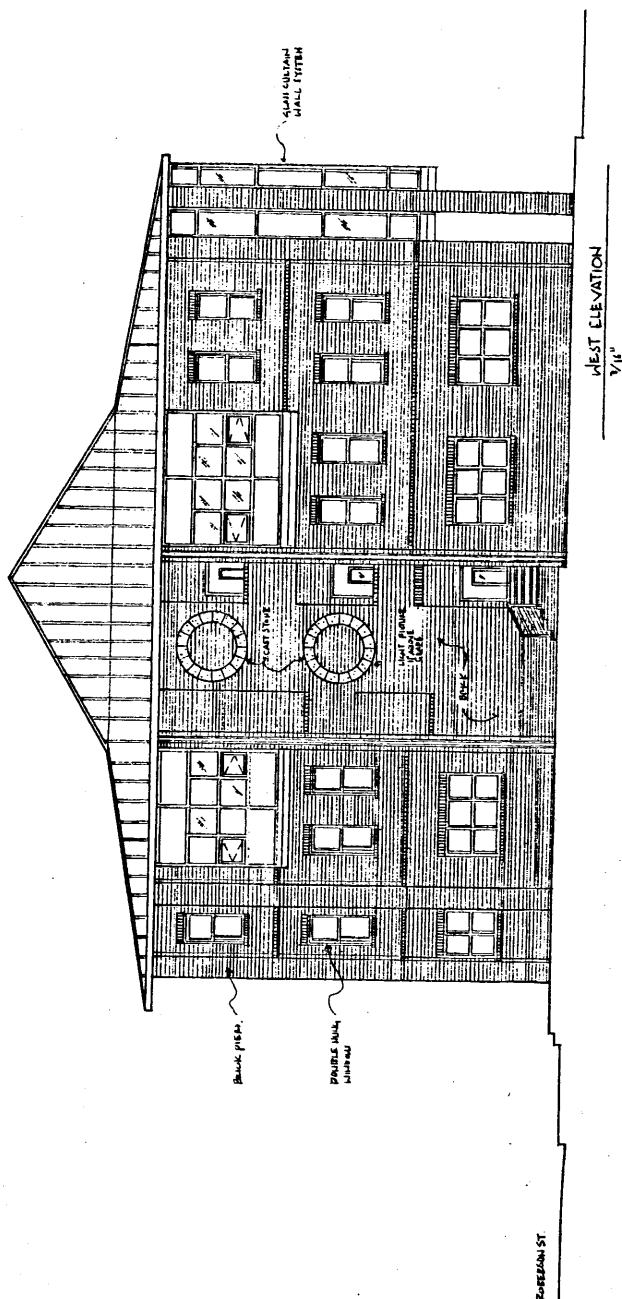
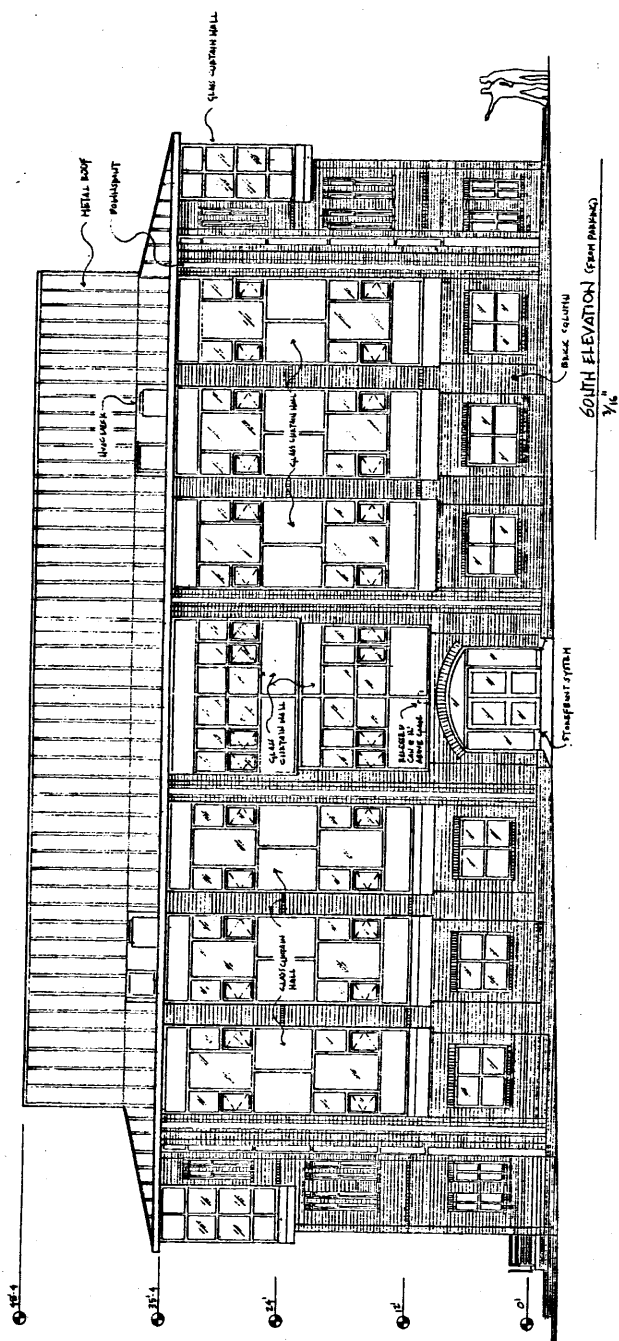
Owner- Carr Mill Limited Partnership  
Agent/ Applicant - N.R. Millan & Associates  
200 N. Greensboro St.  
Carroll, NC 27518  
942-8851

## ELEVATIONS

Revisions	11/7/01
	2/17/02
Drawn by: JH	

A-3

A-11



## STAFF REPORT

**TO:** Board of Aldermen

**DATE:** October 17, 2002

**PROJECT:** Major Modification to the Conditional Use Permit for the Carr Mill Mall Complex to allow a Mixed Use Office Building at 300 Roberson Street.

**APPLICANT:** N. R. Milian Associates  
(Nate Milian)  
200 North Greensboro Street  
Carrboro, NC 27510

**OWNER:** Carr Mill Limited Partnership  
200 North Greensboro Street  
Carrboro, NC 27510

**PURPOSE:** N. R. Milian Associates, on behalf of Carr Mill Limited Partnership, has submitted an application for a Major Modification to the existing Conditional Use Permit (CUP) to allow for the construction of a three-story mixed use office building to be located at 300 Roberson Street, on the site where the Farmer's Market was once held. Pursuant to Section 15-64(c) of the Town of Carrboro Land Use Ordinance, a major modification to a CUP shall be processed as an application for a new CUP. Prior to reaching a decision on a request for a CUP, the Board of Aldermen must hold a public hearing to receive input.

**EXISTING ZONING:** B-1(g), Business-1(general), and B-2, Fringe Commercial

**TAX MAP NUMBER:** 7.99.D.19B (building site) and 7.93.A.14 (location of Carr Mill Mall)

**LOCATION:** 300 Roberson Street (building site) and 200 North Greensboro Street (Carr Mill Mall Site)

**TRACT SIZE:** 2.095 acres total [25,227 square feet (0.58 acres) building site]

**EXISTING LAND USE:** Building site – Parking Lot; Carr Mill Mall Complex – Various Uses (see Cover Sheet of Plans)

**PROPOSED LAND USE:** Building Site – 2.120, 3.110, 3.110, 3.120, 3.130; Carr Mill Mall Complex – No change.

**SURROUNDING LAND USES:** North: B-1(c), Retail, Office, and Restaurant Uses

South: R-3, Roberson Place Subdivision  
 East: B-1(g), Health Clinic  
 West: B-1(g), South Orange Rescue Squad

**ZONING HISTORY:** B-1(g) & B-2, Since 1986; B-1, Prior to 1986

**RELEVANT**

**ORDINANCE SECTIONS:** 15-64, Amendments to and Modifications of Permits  
 15-292, Parking – Flexibility in Administration  
 15-293, Parking Space Dimensions  
 15-185, Building Height Limitations

## **ANALYSIS**

### **Background**

On February 11, 1976, the Board of Aldermen granted a Conditional Use Permit (CUP) to the Edy Corporation to allow the conversion of the former Mill Complex into a mixed-use shopping center. The CUP incorporated a parcel of land located at 300 Roberson Street, which was to serve as overflow parking for the Carr Mill Shopping Center (Carr Mill). The parking lot also served as a location for the Farmer's Market in the past, hence the name of the project. Over the next several years, the shopping center owners returned to the Board requesting various amendments to the original plan in accordance with the changing needs of the shopping complex. These changes included the additions of new, external buildings on the property such as the Weaver Street Market building and the Harris Teeter building. Most recently, on November 9, 1999, the Board approved a Minor Modification to allow the construction of a colonnade/porch in front of Weaver Street Market and the addition of Panzanella Restaurant. Throughout the course of the various amendments to the CUP, the 300 Roberson Street parcel has remained in use as a parking lot serving Carr Mill.

On December 4, 2001, N.R. Milian Associates, acting on behalf of Carr Mill Limited Partnership, submitted an application for a Major Modification to the Conditional Use Permit (CUP) for the Carr Mill Shopping Center to allow the construction of a three-story mixed use office building on the 300 Roberson Street parcel (**Attachment C**). The applicant is proposing to allow various retail and office uses within the building. Because the existing permit governs the use of property both at Carr Mill and at the 300 Roberson Street parcel, this report will reference Carr Mill in places; but the bulk of the report will focus solely on the 300 Roberson Street parcel. A zoning district boundary line dissects the 300 Roberson Street parcel, with approximately the northernmost third of the property being zoned B-1(g), General Business, and the remaining portion being zoned B-2, Fringe Commercial (**Attachment A, Cover Sheet**). All of the proposed building would be placed within the B-1(g) portion of the property.

As designed, the proposed addition of an office building would result in less impervious surface on the site than currently exists. Per Section 15-64 of the Land Use Ordinance (LUO), Amendments to and Modifications of Permits, the proposed change in use amounts to a major modification of the existing CUP, and thus must be reviewed and approved as a new CUP, which must be issued by the Board of Aldermen. The applicant requests that the Board of Aldermen consider, deliberate, and make a decision on the proposed Conditional Use Permit to allow the construction of a three-story mixed use office building at 300 Roberson Street.

## **Access, Traffic and Transportation Issues, and Parking**

### **Access and Circulation**

Currently, the site is accessed via an existing curb cut on Carr Street at its intersection with Maple Avenue, and via two two-way entrance/exit spaces both located off Roberson Street. Sweet Bay Place is currently lined with curb, with no existing curb cuts. The applicant is proposing to close off the two existing ingress/egress points on Roberson Street in favor of one 24-foot wide two-way entrance off Sweet Bay Place (**Attachment A**). The access way off Carr Street would remain undisturbed. The proposed access point off Sweet Bay Place generally aligns with Carr Street, but an existing tree island and a proposed motorcycle and bicycle parking area would slow traffic otherwise wishing to use the new access point as a 'cut-through' to Carr Street or Maple Avenue.

The two points of entry lead to three different drive aisles each measuring a minimum of 24-feet wide, as required by the LUO for two-way traffic in parking areas (**Attachment A**). The easternmost aisle (adjacent to Sweet Bay Place) and the middle aisle both extend the entire distance of the parking lot in a north-south direction, while the westernmost aisle (adjacent to Carr Street) provides additional parking from near the South Orange Rescue Squad building to near where residential lots begin on the eastern side of Maple Avenue. Since all drive aisles support two-way traffic, automobile flow on the site may proceed in any number of different directions.

The applicant has stated that they do not expect any uses within the building to require regular shipping and/or receiving of goods, merchandise, or equipment. Therefore, they have chosen to not include a dedicated loading zone in the site design. Because of this, when delivery trucks do visit the site, they would enter the site and circulate along with other traffic visiting the site. Staff does not anticipate that this situation will cause any problems as long as deliveries remain infrequent. However, should deliveries begin to occur frequently, then circulation around the site may be compromised to some degree. If the applicant determines there is a problem, then they may need to approach the Town regarding a modification to the site's design in order to add a dedicated loading zone.

### **Traffic and Transportation**

The proposed office building, according to the submitted 'Traffic Impact Analysis' (TIA), is expected to add approximately 367 trips to the surrounding road network. Traffic would travel along Carr Street, Sweet Bay Place, and Roberson Street on their way to two arterial roads, Main Street and Greensboro Street. Traffic entering and exiting via Carr Street would travel in a straight path along the street for approximately 400 feet before reaching the Carr Street/Greensboro Street intersection. Alternatively, traffic would enter and exit the site via Sweet Bay Place. Traffic may approach or leave the Sweet Bay Place/Roberson Street intersection in either direction and reach either Greensboro Street or Main Street. Traffic counts recently conducted revealed that Sweet Bay Place was handling 946 trips per day; Carr Street was handling 471 trips per day; and Roberson Street was handling 2231 trips per day.

In close proximity to the Roberson Street/Sweet Bay Place intersection, Roberson Street curves sharply (90 degree angle) before heading north to intersect with Main Street. The Liba Cotten

Bikeway Path also intersects with Roberson Street near this intersection. Because of potential conflicts between automobiles and bicycles in this area, and because of the anticipated number of new vehicle trips related to the proposed building, staff requested that the applicant conduct and submit a 'Traffic Impact Analysis' (TIA) report. The primary focus of the TIA was to study the Roberson Street/Sweet Bay Place intersection. Please find attached the Executive Summary and the Summary of Recommendations from the report (**Attachment D**). The Town's Transportation Planner has examined the report and is in general agreement with its conclusions. Specifically of note, the study recommends:

- 1) That the driveway off Sweet Bay Place be widened to twenty-four feet (24').

*(This recommendation has been incorporated into the plans.)*

- 2) That a second driveway off Sweet Bay Place would help to reduce congestion during peak traffic hours.

*(The Town's Transportation Planner is in general agreement with this statement, but he is not recommending that the applicant be required to incorporate this change into the plans at this time. However, staff does suggest that the applicant monitor the situation closely. If necessary, the applicant should approach the Town when necessary regarding a modification to the site to incorporate a second driveway off Sweet Bay Place. It should be noted that the placement of a second driveway on Sweet Bay Place would result in a reduction in the number of parking spaces on the site.)*

- 3) That the Town of Carrboro should carefully consider placing a stop sign on southbound Roberson Street at the sharp curve to provide for safer bicycle movements.

*The Town's Transportation Planner has considered this matter and agrees that a stop sign in this location should help. Therefore, staff suggests that the Board consider amending the Town Code in order to erect a stop sign and paint a stop bar at the described location. However, as described in the report, it is possible that the stop sign may be largely ignored. Staff wishes to remind the Board that the matter of automobile/bicycle conflict at this intersection was discussed in June 2001 in the context of proposed changes to parking at 400 Roberson Street.*

It should be noted that the Town's transportation planner has found that the original TIA did not consider the number of automobiles currently using the parking lot. That is to say, the TIA only took into account the number of vehicle trips expected to result from the proposed building. However, an addendum to the TIA has been prepared to address the impact of those vehicles currently access the parking lot from the two driveways on Roberson Street. Based on the analysis in the TIA, all intersection approaches will operate at level-of-service (LOS) C or better. No significant traffic queues are expected.

Also, it should be noted that the TIA was conducted with the assumption that the building would be a general office building. The Town's transportation planner has noted that the building may also contain medical offices and low-volume retail. The number of trips that these uses will generate has been calculated, and the transportation planner does not expect that the addition of these uses to the building would substantially change the findings in the TIA.

### **Parking**

Regarding the number of parking spaces, please note that the existing mix of uses at Carr Mill requires 589 parking spaces. The property currently contains 637 parking spaces, which exceeds current requirements; however, the proposed office building would increase the required number of parking spaces. With that in mind, the applicant has included a chart on the plans indicating a proposed mix of retail and office uses within the building (**Attachment A, Page L-1**). The proposed mix of uses in the new building results in the need for an additional 66 parking spaces. The existing requirement of 589 spaces combined with the need for an additional 66 spaces would bring the total required number of parking spaces to 655 spaces.

The footprint of the new building would result in a loss of 41 parking spaces on the 300 Roberson Street parcel. If approved as designed, the loss of 41 parking spaces would lead to a total of 596 parking spaces on the site. This total amounts to 59 fewer spaces (or 9% of the total number required) than the LUO otherwise would require. The applicant has provided a letter (**Attachment E**) explaining that they feel that 596 parking spaces is sufficient to serve the proposed mix of uses for the proposed office building and for the existing uses at Carr Mill. In the letter, the applicant has explained the manner in which they determined what would be an adequate number of parking spaces for the proposed mix of uses on the site. In part, they have put forth that 1 parking space per 300 square feet of building area (1:300) seems adequate to serve the proposed mix of uses. Staff has received photographs from a building at 205 Lloyd Street as additional evidence. The 205 Lloyd Street building includes a mix of uses similar to what is proposed for this project. Staff has reviewed the information submitted and inspected the parking situation at 205 Lloyd Street in the field. From our observations, the 1:300 standard does seem reasonable. However, as mentioned above, the applicant has included on the plans a table in which a proposed mix of uses for the new building is put forth (**Attachment A, Page L-1**). This table establishes that 66 parking spaces are required for the proposed new building. If one were to go strictly according to the 1:300 standard, a total of 63 spaces would be required.

Also submitted as evidence were pictures of the existing parking lot at 300 Roberson Street. These pictures indicate that a number of spaces (between 40-60) remain vacant throughout the day. Staff also examined this situation in the field and found that the submitted information is generally accurate from our observations. Nevertheless, staff did request that the applicant consider possible ways of redesigning the configuration of parking spaces, such as the inclusion of angled parking spaces or one-way drive aisles, in an attempt to increase the total number of spaces available. The applicant did attempt to do so, but found no appreciable change in the number of spaces. One area of the lot, near the proposed dumpster site, potentially could be redesigned to yield a small increase (3-5) in the number of spaces, but to do so would involve disturbance to the existing Type A buffer in the area. Neither staff nor the applicant was in favor of doing so because of the required disturbance to the existing tree line.

The letter submitted also points out that the applicant currently allows informal, unauthorized use of the parking lot by both UNC students and individuals parking in the location to shop in the downtown area at locations other than Carr Mill Mall. The applicant has no desire to end this practice, but it has been pointed out that more strict enforcement of the use of the lot could be done if necessary. Doing so would yield an additional number of available parking spaces for the proposed new building as well as for Carr Mill Mall.

Staff further points out that Carr Mill Mall is located in the central business district, and that the 300 Roberson Street parcel is located in close proximity to the central business district. Both



locations receive a large amount of pedestrian traffic, and both locations are in close proximity to bus lines, which further reduces the need for cars to travel to and from the site.

After considering the evidence submitted by the applicant, the location's proximity to the central business district, and the location's proximity to bus lines, staff has concluded that Carr Mill Mall and the proposed new building would be adequately served by a total of 596 parking spaces. The permit-issuing authority (Board of Aldermen) may allow such a deviation in the number of required parking spaces per the provisions of 15-292 of the LUO, if a finding is made stating that the proposed number of spaces is sufficient to serve the development. Additionally, the Board must include in the finding the reason(s) why the Board has chosen to make the finding. Therefore, per Section 15-292 of the LUO, staff recommends the following:

- That the Board makes a finding that 596 parking spaces are sufficient to serve the proposed office building as well as the Carr Mill Mall Shopping Center. The Board should make this finding based on the evidence submitted showing that between 40-60 parking spaces regularly remain vacant at 300 Roberson Street, based on the development's close proximity to the central business district, and based on the site's close proximity to bus lines.

One other issue regarding parking must be discussed. Per Section 15-293(b) of the LUO, a maximum of forty percent (40%) of the total number of parking spaces may be set aside for the exclusive use of subcompact cars. As illustrated on the plans (**Attachment A, Page L-1**), exactly 40% of the parking spaces currently on the site are subcompact spaces. The loss of 41 parking spaces from the footprint of the new building would create a situation where more than 40% of the parking spaces would be dedicated to use by subcompact cars. Because of this, portions of the parking lot must be re-stripped. As outlined in the 'Proposed Uses & Parking Space Ratio' chart on page L-1 of the plans, the proposed re-stripping plan would reduce the percentage of subcompact spaces on the site to a total of thirty-nine percent (39%). The cover sheet of the plans identify the blocks of parking spaces that must be re-stripped to accomplish this standard, but only a portion of these spaces are shown at the appropriate size. To ensure that staff may accurately ascertain which spaces are intended for use by subcompact cars, staff recommends the following:

- That the construction plans shall appropriately illustrate the re-stripping of parking spaces, to match the number of subcompact spaces described in the chart on page L-1 of the CUP plans.

Lastly, please note that the applicant has included on the plans a proposed bicycle and motorcycle parking area along with a note about including a bicycle rack, but a bicycle rack location has not been shown on the plans within the area, and a detail drawing for the bike rack has not been included. The applicant has indicated to staff that they do intend to place a bicycle rack in this area, but staff recommends the following because of the absence of more specific information currently included on the plans:

- That the applicant include on the construction plans a bike rack within the bicycle parking area, along with a detail drawing for a 'wave' model bike rack that can accommodate at least five (5) bikes.

#### **Other Transportation Issues**

Sidewalks and Right-Of-Way:

The applicant has included a sidewalk on both the northern and eastern sides of the building, along with a handicap-accessible ramp/walkway on both the northern and the western sides of the building. The sidewalk on the northern side of the building, along Roberson Street, would be a minimum of five-feet (5') wide alongside the handicap ramp, and would extend to nine-feet (9') heading in the direction of Sweet Bay Place. A 5' wide planting strip also would separate the sidewalk from Roberson Street for the length of the site. Currently, the property line/street right-of-way line dissects the 5' wide planting strip. Because the Town typically maintains sidewalks in the downtown area, staff discussed with the applicant the possibility of dedicating additional right-of-way to the Town along Roberson Street. The applicant indicated that the property owners may be willing to do so, but the applicant was not willing to commit to a dedication of right-of-way on behalf of the property owners. The property owners are expected to be at the public hearing and they should be prepared to discuss this matter further. Because of this, staff suggests the following:

- That the Board discuss with the property owners the possibility of dedicating additional sidewalk right-of-way along Roberson Street. It is staff's suggestion that the sidewalk right-of-way line should extend to the beginning of the handicap ramp on the Roberson Street side of the property, and that the dedication of sidewalk right-of-way should extend the entire length of the northern side of the property. Further, staff suggests that the Board may want to consider requesting that the edges of the sidewalk within the public right-of-way be clearly demarcated with a brick border, consistent with other sidewalks in the downtown area. If the property owners are willing to do this, then staff recommends that the dedication of sidewalk right-of-way and the brick borders be shown on the construction plans.

On the eastern side of the building, along Sweet Bay Place, the sidewalk begins at a width of approximately eleven-feet (11') until it reaches the water garden feature, at which point it is reduced to 5' wide. The 5' wide sidewalk continues alongside the parking spaces until it reaches the site's entrance/exit point. The existing fence alongside Sweet Bay Place would be permanently removed up to the entrance/exit point during the installation of the sidewalk. Again because the Town typically maintains sidewalks in the downtown area, staff discussed with the applicant the possibility of dedicating additional right-of-way to the Town along Sweet Bay Place. The applicant responded in the same manner noted above by saying that the property owners should be prepared to discuss this matter further at the public hearing for the project. Therefore, staff suggests the following:

- That the Board discuss with the property owners the possibility of dedicating additional sidewalk right-of-way along Sweet Bay Place. In this case, it is staff's suggestion that the right-of-way line should extend to the beginning of the water garden feature on the Sweet Bay Place side of the property, and that the dedication should extend from the Roberson Street/Sweet Bay Place intersection to the proposed entrance/exit point on the property. Further, staff suggests that the Board may want to consider requesting that the edges of the sidewalk within the public right-of-way be clearly demarcated with a brick border, consistent with other sidewalks in the downtown area. If the property owners are willing to do this, then staff recommends that the dedication of sidewalk right-of-way and the brick borders be shown on the construction plans.

Further, staff discussed with the applicant the possibility of extending the sidewalk and sidewalk right-of-way dedication along the entire length of Sweet Bay Place to the property line at the

entrance to Roberson Place subdivision. The applicant did not express willingness to do so. Since a sidewalk exists along Sweet Bay Place on the opposite side of the street, staff does not consider this request to be a high priority, and it should be pointed out that the Land Use Ordinance does not require the sidewalk. However, the Board may want to discuss with the property owners the possibility of extending the dedication of sidewalk right-of-way along the entire length of Sweet Bay Place so that the Town might put a sidewalk in place at some point in the future. Staff had requested an additional twelve-feet (12') of sidewalk right-of-way from the entrance/exit point to the southern property line. The applicant indicated that the property owner would be less likely to agree to this request because of the potential affect it might have on the parking situation. That is to say, if they agreed to the dedication request, then a large number of parking spaces potentially would have to be removed at whatever point a sidewalk was put in place. Therefore, staff suggests the following:

- That the Board may want to consider discussing with the property owners the possibility of dedicating additional sidewalk right-of-way along Sweet Bay Place from the entrance/exit point to the southern property line.

#### Parking Task Force:

In a report dated August 2002, the Town of Carrboro Parking Task Force, appointed by the Board of Aldermen, recommends on-street parking on Roberson Street, especially on the south side of the street. It should be noted that staff discussed the possibility of providing parallel parking along the south side of Roberson Street with the applicant in advance of receiving the report [note: Section 15-295(a) of the LUO prevents the provision of angled on-street parking]. In response, the applicant put forth that the amount of parallel parking that could be provided along the street at best would equal the number of spaces lost in the 300 Roberson Street parcel. In other words, the provision of parallel parking along Roberson Street would require that the proposed building be shifted further back on the property, thereby resulting in a number of lost parking spaces on the site equal to the number gained along Roberson Street. For this reason (i.e.- loss of parking spaces on-site), the applicant has not expressed any further interest in the possibility of dedicating right-of-way along Roberson Street for the purpose of providing possible on-street parking. That said, staff would like to point out that the placement of the proposed building along Roberson Street, to some degree, will set a precedent for how the streetscape in the area develops over time. Therefore, staff suggests the following:

- That the Board may wish to discuss with the property owners the possibility of dedicating additional right-of-way along Roberson Street for the provision of on-street parallel parking. If the property owners are willing to do this, then staff recommends that nine and one-half feet (9 ½') of additional right-of-way be dedicated to provide ample space for parallel parking spaces. It should be noted that doing so likely would result in a loss of four (4) parking spaces at 300 Roberson Street. Therefore, if the additional right-of-way is dedicated, then the Board should be prepared to reduce the number of parking spaces found to be 'sufficient to serve' the development (i.e.- Formal Recommendation #1) by an amount equal to the number of spaces lost due to the dedication of right-of-way (i.e.- 4 less spaces, for a total of 592 spaces).

#### **Conclusion:**

The proposed major modification complies with all LUO provisions relating to parking, traffic, and transportation, subject to the Board making a finding regarding the required number of parking spaces. Additionally, the Board may wish to consider the aforementioned recommendations and/or suggested topics for discussion with the property owners.

## **Tree Protection, Screening and Shading**

### **Tree Protection**

Section 15-316 of the LUO specifies that all trees greater than 18" in diameter and all rare tree species must be preserved, to the extent practicable. An evaluation of the building site reveals that there are currently no specimen or rare trees in the area of the site that would be disturbed. However, it should be noted that a fifteen-inch (15") cedar tree exists within the public right-of-way in front of the proposed building site, and a large oak tree exists in the southern part of the parking lot (beyond the area of disturbance for this project). Both of these trees will remain should this project be constructed. Tree protection fencing has been shown on the plans around the existing cedar tree. A small number of existing trees are located in an area that would be reclaimed as a parking area. These trees would be moved approximately thirty-feet (30') to the south where a planting island would be created. This planting island is placed at this point for traffic calming purposes as described earlier in this report. It is possible that these trees may not survive because of the transplantation. Because of this, the applicant has included a note on the plans stating that new trees will be planted in the island if the transplanted trees do not survive.

### **Screening**

An examination of the screening requirements of Section 15-308 of the LUO reveals the type of screening required for this project. Specifically, a 'Type C' screen must be provided to both the north and to the east of the building site. To satisfy the north-facing screen, the applicant has proposed four (4) trees in addition to the existing cedar tree, to include two (2) White Fringe trees and two (2) Carolina Silverball trees. For the east-facing screen, the applicant has proposed various plantings within the water quality garden to include Witch Hazel, Spicebrush, and St. John's Wort. To the south, the applicant is proposing to add a six-foot (6') high shadowboard fence along a portion of the property line to existing bushes and trees along this property line to achieve a 'Type A' screen. To the west, a screen is not required; however, a condition on a CUP modification approved in May of 1990 did require a 'Type A' screen to be put in place along the property line facing Maple Avenue. This screen is in place and must be continually maintained per the May 1990 CUP modification.

### **Shading**

Section 15-317 of the LUO requires that 20% of all vehicle accommodation areas be shaded with shade trees complying with the recommendations of Appendix E-10. In this case, the applicant has satisfied this standard in a combination of three different ways. Firstly, the applicant has proposed a water quality garden between the proposed building and the parking lot, which includes four (4) dogwood trees. Secondly, the applicant will retain three existing trees in the parking lot area within the previously described planting island, plus the large, existing oak tree further south in the parking lot. Lastly, as mentioned above, a large number of trees (approximately 40% evergreen species) are in place along the western property line, per the May 1990 CUP modification. The applicant has provided photo evidence of the existing trees in the area. Also, staff has observed the existing trees in the field. The combination of trees described exceeds the 20% shading requirement of Section 15-317 of the LUO.

### **Conclusion:**

The proposed project complies with the requirements of the LUO pertaining to tree protection, screening and shading.

### **Drainage, Grading, and Erosion Control**

Because the construction of the proposed office building would result in a slight decrease in the amount of impervious surface on the site (24,613 sf – pre construction, 23,213 sf – post construction), the total amount of stormwater runoff associated with the project should improve after the redevelopment is complete. Since the applicant has designed the site in this manner, the applicant does not have to strictly adhere to the ‘water quality provisions’ of Section 15-263 of the LUO. Nevertheless, the applicant has provided a ‘water quality garden’ feature in order to mitigate the water quality degradation otherwise associated with the proposed building. The Town Engineer has completed a cursory review of the feature, as noted in the attached letter (**Attachment F**). The Town Engineer’s letter states that the project does meet the requirements of the LUO for drainage at the CUP stage of the project.

In brief, stormwater associated with the new building will be captured at the at the rooftop level and routed via downspouts to ground level, where it will be routed to the proposed ‘water quality garden’ feature or to a catch basin at the southwest corner of the building (**Attachment A, Page C-1**). The water captured in these two ways would be tied into the existing storm drainage system on the site. Again, the Town Engineer has stated that the proposed site design does appear to meet the requirements of the LUO at the CUP stage; however, the Engineer has noted that the proposed tie in to the existing storm drainage system will have to be further analyzed at the construction plan stage of the project.

Grading for the proposed project is minimal. A small amount of grading between the street and the area proposed for the footprint of the building is necessary. Additionally, a portion of the parking lot area will have to be graded slightly, then repaved. All proposed grading is minimal and the remaining southern portion of the parking lot (below the entrance/exit point) will remain undisturbed with the exception of the placement of a dumpster (further described under ‘Utilities’ section). Town staff and the Town Engineer have reviewed the proposed grading plan and find that it meets the requirements of the LUO.

Ren Ivins, of Orange County Erosion Control (OCEC), has indicated to the Zoning Division that the project has received preliminary Erosion Control approval. OCEC also will further examine the project at the construction plan stage.

#### **Conclusion:**

All of the Land Use Ordinance requirements pertaining to drainage, grading, and erosion control have been met by the applicant.

### **Utilities**

#### **OWASA and Public Service Gas:**

The proposed building will receive water and sewer service from OWASA by connecting to existing OWASA water and sewer lines. Water service would be provided via a simple connection to a line in the Sweet Bay Place right-of-way. Sanitary Sewer service will be provided by a simple connection to a line that currently extends from Carr Street onto the subject property. All necessary OWASA easements have been included on the plans, and OWASA has supplied the Zoning Division with a letter stating that they are satisfied with the plans. The

proposed building would also be served by natural gas service via a connection to an existing Public Service Natural Gas Company line in the Roberson Street right-of-way.

Electric Service:

Duke Power Company will provide electrical service to the proposed building. Because of the location of the building, minor changes to the locations of three existing power poles on the site will be necessary. These poles would remain on the site after construction, but the actual service line for the building will be placed underground in accordance with Section 15-246 of the LUO.

Town Services:

As for Town services, please note that a fire hydrant would be added near the Roberson Street/Sweet Bay Place intersection. The hydrant would be connected to an existing OWASA water line via a six-inch (6") ductile iron pipe. Also, a dumpster pad and dumpster would be added to the property south of the Maple Avenue/Carr Street intersection in the westernmost southwestern corner of the property, as illustrated on the cover sheet of the plans. Additional detail drawings are included on pages SP-1 and C-3 of the plans. The applicant has included a note on the plans stating that the dumpster would be put in place with minimal disturbance to the existing 'Type A' screen in this immediate area. The Town of Carrboro Fire Department and Public Works Department both have indicated that they are satisfied with the plans.

Exterior Lighting:

Section 15-242 and Section 15-243 of the LUO govern exterior lighting requirements. Beyond existing lights in public right-of-ways adjacent to the property and in the southern portion of the parking lot, the only lights proposed by the applicant are wall-mounted lights on the building itself. In accordance with Section 15-243 of the LUO, the applicant has shown the foot-candle measurements associated with the proposed site lighting. Foot-candles associated with the wall-mounted building lights are shown on page C-2 of the plans. Foot-candle measurements associated with the existing light poles in the southern portion of the parking lot are shown on the cover sheet of the plans. According to these foot-candle measurements, all site lighting is in compliance with Section 15-243(d) of the LUO.

While the pole-mounted lights are in compliance with the foot-candle measurement requirements of the LUO, staff has noted that some light poles in the southern portion of the lot exceed the fifteen-foot (15') height limitation of Section 15-243(c) of the LUO. Therefore, staff is recommending that the following condition:

- That all on-site lights be reduced to a maximum height of fifteen-feet (15'), in accordance with Section 15-243(c) of the Land Use Ordinance, prior to the issuance of a 'certificate of occupancy' for the building.

**Conclusion:**

Letters from all utility companies that would serve the proposed building have been received, and the project complies with the requirements of the LUO pertaining to utilities. However, staff is recommending one aforementioned condition related to the height of existing pole-mounted lights in the southern portion of the lot.

**Architecture – Exterior Design**

Height, Square Footage, and Placement:

The proposed building would contain 18,755 square feet of usable space. This square footage would be contained in three (3) stories of usable space, but the building would also contain an attic space intended for use as storage space by the tenants of the building. With the attic space included, the building would reach forty-eight feet (48') in height at its peak point. Along the façade of the building, however, the building only reaches thirty-five feet (35') in height (**Attachment A, PageA-2**). From this point at the façade, the rooftop then gently slopes toward center twenty-four feet (24') in either direction, before a steeper slope begins, which extends to 48' at its highest point. Section 15-185 governs the permissible height of buildings throughout the jurisdiction (**Attachment G**). In this case specifically, a building in a B-1(g) zoning district is allowed 'three stories,' with an expected height range of '36-40 feet,' per a text amendment adopted by the Board on January 16, 2001. The subject building does in fact contain three stories, and the majority of the building does fall within the expected height range of 36-40 feet. However, the attic space above the three stories, in this case, causes a portion of the rooftop to reach 48', or eight feet (8') higher than the expected height range. Staff has discussed the matter with the applicant and concluded that the building does meet the criteria of Section 15-185 of the LUO, in that it only contains three stories of usable space. Staff feels this is a reasonable interpretation of Section 15-185 of the LUO. This interpretation seems to be further supported by the use of the word 'expected' in the height range column section of 15-185. However, staff would be remiss if we did not point that the actual rooftop of the building exceeds the expected height range. With that in mind, staff suggests:

- That the Board may wish to discuss the height of the building with the applicant, if the Board feels that the proposed design does not meet the intent of the language adopted in the January 2001 text amendment regarding building heights.

No setback requirements exist in the B-1(g) zoning district. With this in mind, the applicant chose to locate the building in close proximity to the Roberson Street and Sweet Bay Place rights-of-way. As the plans illustrate, the façade of the building would consume the majority of the subject property along Roberson Street. As previously explained, the façade itself reaches 35' high, and the roof slopes to a higher point from there; therefore, at ground level and within the context of the surrounding streetscape, the building should feel more or less like a 35' high, three-story building.

#### Building Materials & Design:

A metal roof is proposed and the façade of the building would largely consist of brick material with a large number of windows plus 'glass curtain wall systems,' which have been incorporated into the façade at various points along each wall, with the exception of the northern elevation (facing Roberson Street). The large number of windows along with the 'glass curtain wall systems' should provide a large amount of natural light within the building itself (**Attachment A, PageA-2**).

The northern elevation (facing Roberson Street) includes a fabric awning above large first-story windows, along with aluminum detailing at each of six storefront spaces along Roberson Street. Wall-mounted light fixtures are also included at nine feet (9') above ground level. Details such as these should help create a pedestrian-friendly streetscape along Roberson Street.

The central portion, when facing the building from Roberson Street or from the parking lot, is recessed, which should help break up the mass of the building (**Attachment A, Page A-1**). Within the recess, along the northern elevation, two large circular windows are included at the

center point, which are encircled by cast stone. The ‘cast stone circles,’ without the windows, are also included along the eastern and western elevations.

**Conclusion:**

The LUO does not contain provisions for architectural design features. However, it should be noted that the applicant has done a commendable job of incorporating details into the proposed building that should help create a pedestrian-friendly atmosphere along the Roberson Street streetscape. With regard to the building’s height, staff has concluded that the building does technically meet the height limitations of Section 15-185 of the LUO, however, the Board may wish to discuss the height of the building with the applicant, as described above.

**Miscellaneous Issues**

**Neighborhood Information Meeting:**

A ‘neighborhood informational meeting’ for all property owners within 1,000 feet of the proposed project site was held on October 15, 2001 (**Attachment H**). According to the meeting minutes supplied by the applicant, attendees asked about traffic issues, drainage issues, and the placement of the building on the lot. Also, a specific request was lodged regarding the ongoing maintenance of the vegetative buffer along the Maple Avenue side of the property.

**Environmental Issues:**

Mr. Thomas Robinson, local business proprietor, submitted to the Zoning Division a letter regarding environmental concerns related to the subject property (**Attachment I**). In the letter, Mr. Robinson points out that a munitions factory operated on or near the subject property during World War II. After receiving the letter, the Zoning Division contacted the applicant to request information in response to the letter (**Attachment J**). At that point, the applicant indicated that they have a ‘Phase 1 Environmental Impact Report’ conducted in 1995, which states that no environmental problems exist on the property. The applicant stated that the report itself is proprietary information not appropriate for public consumption; however, the applicant did share a portion of the report with the Town’s Environmental Planner. The Environmental Planner has stated that the portion of the report he has reviewed appears to adequately address the environmental issues raised by Mr. Thomas Robinson.

**Town Adopted Plans & Policies for Downtown:**

Staff discussed with the applicant Town of Carrboro adopted plans and policies, including the Town of Carrboro Downtown Design Guidelines, Vision 2020, and more recent Downtown Carrboro: New Vision document from Walkable Communities, Inc. In response to a request from staff, the applicant has submitted a letter outlining the ways in which the proposed project conforms to or supports adopted Town plans and policies (**Attachment K**).

**RECOMMENDATION**

The Administration recommends that the Board of Aldermen approve the Conditional Use Permit to allow the construction of a three-story mixed use office building (Use 27.000, consisting of Uses 2.120, 3.110, 3.120 and 3.130) at 300 Roberson Street, subject to the following conditions:

1. That the Board hereby finds that 596 parking spaces are sufficient to serve the proposed office building as well as the Carr Mill Mall Shopping Center. The Board makes this



finding based on the evidence submitted showing that between 40-60 parking spaces regularly remain vacant at 300 Roberson Street, based on the development's close proximity to the central business district, and based on the site's proximity to bus lines;

2. That the construction plans shall appropriately illustrate the re-striping of parking spaces, to match the number of subcompact spaces described in the chart on page L-1 of the CUP plans;
3. That the construction plans shall include a bike rack within the bicycle parking area, along with a detail drawing for a 'wave' model bike rack that can accommodate at least five (5) bikes, and
4. That all on-site lights be reduced to a maximum height of fifteen-feet (15'), in accordance with Section 15-243(c) of the Land Use Ordinance, prior to the issuance of a 'certificate of occupancy' for the building.

Additionally, the Board may wish to discuss the following issues with the property owners:

1. A possible dedication of additional sidewalk right-of-way along Roberson Street. It is staff's suggestion that the right-of-way line should extend to the beginning of the handicap ramp on the Roberson Street side of the property, and that the dedication of sidewalk right-of-way should extend the entire length of the northern side of the property. Further, staff suggests that the Board may want to consider requesting that the edges of the sidewalk within the public right-of-way be clearly demarcated with a brick border, consistent with other sidewalks in the downtown area. If the property owners are willing to do this, then staff recommends that the dedication of sidewalk right-of-way and the brick borders be shown on the construction plans;
2. A possible dedication of additional sidewalk right-of-way along Sweet Bay Place. In this case, it is staff's suggestion that the right-of-way line should extend to the beginning of the water garden feature on the Sweet Bay Place side of the property, and that the dedication should extend from the Roberson Street/Sweet Bay Place intersection to the proposed entrance/exit point on the property. Further, staff suggests that the Board may want to consider requesting that the edges of the sidewalk within the public right-of-way be clearly demarcated with a brick border, consistent with other sidewalks in the downtown area. If the property owners are willing to do this, then staff recommends that the dedication of sidewalk right-of-way and the brick borders be shown on the construction plans;
3. A possible dedication of additional sidewalk right-of-way along Sweet Bay Place from the entrance/exit point to the southern property line. During the review process, staff had discussed a possible twelve-foot (12') dedication. If the property owners are willing to do this, then staff recommends that the dedication of sidewalk right-of-way be shown on the construction plans;
4. A possible dedication of additional right-of-way along Roberson Street for the provision of on-street parallel parking. If the property owners are willing to do this, then staff recommends that nine and one-half feet (9 ½') of additional right-of-way be dedicated to provide ample space for parallel parking spaces. It should be noted that doing so likely

would result in a loss of four (4) parking spaces at 300 Roberson Street. Therefore, if the additional right-of-way is dedicated, then the Board should be prepared to reduce the number of parking spaces found to be 'sufficient to serve' the development (i.e.- Formal Recommendation #1) by an amount equal to the number of spaces lost due to the dedication of right-of-way (i.e.- 4 less spaces, for a total of 592 spaces). If the property owners are willing to do this, then staff recommends that the dedication of right-of-way be shown on the construction plans; and

5. A possible reduction in the peak size of the building. If the Board feels that the proposed building design does not meet the intent of the language adopted in the January 2001 text amendment regarding building heights, then the Board may wish to discuss a possible reduction in the building's peak size. If the Board chooses to make this a requirement of the issuance of the CUP, then staff recommends that the reduction in the height of the building be shown on the construction plans. As a reminder, please note that staff feels that proposed building design does meet the requirements of Section 15-185 of the LUO.