

## 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, Page A-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, Page A-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 I 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

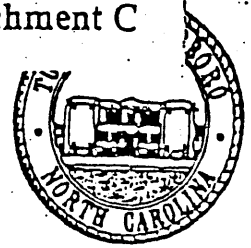
would result in a loss of four (4) parking spaces at 300 Roberson Street. Therefore, if the additional right-of-way is dedicated, then the Board should be prepared to reduce the number of parking spaces found to be 'sufficient to serve' the development (i.e.- Formal Recommendation #1) by an amount equal 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.

# TOWN OF CARRBORO

Attachment C

## LAND USE PERMIT APPLICATION



DATE: 11/28/01

FEE: \_\_\_\_\_

APPLICANT: <u>CARRMILL MAUL LIMITED PARTNERSHIP</u> AGENT- <u>NATHAN MILAN &amp; ASSOCIATES</u>		OWNER: <u>CARRMILL MAUL LIMITED PARTNERSHIP</u>	
ADDRESS: <u>200 N. GREENBORO ST.</u>		ADDRESS: <u>SAME</u>	
CITY/STATE/ZIP: <u>CARRBORO, NC 27510</u>		CITY/STATE/ZIP:	
TELEPHONE/FAX: PHONE: <u>942-8851</u> FAX: <u>942-2532</u>		TELEPHONE/FAX: PHONE: _____ FAX: _____	
LEGAL RELATIONSHIP OF APPLICANT TO PROPERTY OWNER:		TAX MAP(S), BLOCK(S), LOT(S): <u>7-99-17-19A &amp; B</u>	
PROPERTY ADDRESS: <u>201 MAPLE AVE., CARRBORO</u>		PROPOSED LAND USE & USE CLASSIFICATION: <u>2.120, 3.110, 3.120 &amp; 3.130</u>	
PRESENT LAND USE & USE CLASSIFICATION: <u>SEE PREVIOUS APPLICATION</u>		LOT AREA: <u>8.6</u> Acres <u>4,374,616</u> Square Feet	
ZONING DISTRICT(S) AND AREA WITHIN EACH (including Overlay Districts): <u>11</u>			

# OF BUILDINGS TO REMAIN	GROSS FLOOR AREA <u>143,370</u> Square Feet
# OF BUILDINGS PROPOSED <u>1 NEW @ ROBERSON ST.</u>	GROSS FLOOR AREA (of proposed building or proposed addition) <u>18,755</u> Square Feet

NAME OF PROJECT/DEVELOPMENT: \_\_\_\_\_

TYPE OF REQUEST	INFORMATION REQUESTED (Refer to Attached Key)
SUBDIV. FINAL PLAT	1, 18, 19, 21, 23, 31, 33, 34, 36
CONDITIONAL USE PERMIT (CUP)	1, 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 34, 35, 36
<input checked="" type="checkbox"/> CUP AMENDMENT (MOD.)	SAME AS CONDITIONAL USE PERMIT (CUP)
SPECIAL USE PERMIT (SUP)	1, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 34, 35, 36
SUP AMENDMENT	SAME AS SPECIAL USE PERMIT (SUP)
ZONING PERMIT (Project)	1, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 29, 30, 32, 34, 35, 36
ZONING PERMIT (Building) <i>Residential Infill &amp; Additions</i>	9, 10, 22, 24, 34, 36 (also see "Building Permit Review - Residences Only" checklist)
SIGN PERMIT	1, 10, 13, 14, 17, 20, 36
VARIANCE	4, 5, 10, 20, 29, 34, 36 Attachment A
APPEAL	4, 5, 36, Attachment B
SPECIAL EXCEPTION	1, 4, 5, 8, 10, 20, 35, Attachment C

APPLICANT: Nathan Milan, N.M. Milan & Assoc. DATE: 11/28/01

OWNER: Nathan Milan, agent of owner DATE: 11/28/01



# OLD FARMER'S MARKET TRAFFIC IMPACT ANALYSIS

## 1.0 Executive Summary

Attachment D

The proposed Old Farmer's Market Office Building is located on the southwestern corner of the Roberson Street - Sweet Bay Lane intersection in Carrboro, North Carolina (see Figure 1). The site currently serves as a parking lot for businesses located in Carr Mill and Carr Mill Annex. As planned, the site will include an 18,755 square foot general office building. Completion (full build-out) is anticipated in year 2004. The site will be accessed via one driveway onto Maple Avenue at the intersection with Carr Street, and one driveway onto Sweet Bay Lane. There are currently two driveways onto Roberson Street that will be eliminated with construction of the office building.

Based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 6<sup>th</sup> Edition*, the proposed development is expected to generate 367 new trips per day, with 49 and 100 of those occurring during the a.m. and p.m. peak hours, respectively. It should be noted that these trip generation estimates are totals of both entering and exiting vehicles.

This study has been performed to determine the future traffic impacts of the proposed development on the surrounding street network. From a capacity perspective, the adjacent roadway network is expected to operate at a good overall level of service under the anticipated future traffic volumes. To facilitate turning movements to and from Sweet Bay Lane, the site driveway should be widened to 24 feet if possible. Also, given the layout of the parking area, a second site driveway onto Sweet Bay Lane would help eliminate congestion during peak hours. No additional roadway improvements are necessary to accommodate site-generated traffic.

Three elements are present that require careful attention from drivers: the sharp curve in Roberson Street, numerous driveways in the vicinity of the subject intersection, and the introduction of numerous bicycle movements. Given the adverse impact on adjacent businesses, it is unlikely that either Roberson Street or Sweet Bay Lane would be realigned to create a more traditional 90-degree intersection. Through construction of the subject development, two driveways onto Roberson Street will be eliminated, making this area less congested. To give bicycles priority, the town should carefully consider placing a stop sign on southbound Roberson Street at the sharp curve. The goal would be to provide for safer bicycle movements. However, because these southbound motorists are turning right and may not routinely incur conflicting bicycle traffic, the stop sign may tend to be ignored.

## 9.0 Summary of Recommendations

From a capacity perspective, the adjacent roadway network is expected to operate at a good overall level of service under the anticipated future traffic volumes. To facilitate turning movements to and from Sweet Bay Lane, the site driveway should be widened to 24 feet if possible. Also, given the layout of the parking area, a second site driveway onto Sweet Bay Lane would help eliminate congestion during peak hours. No additional roadway improvements are necessary to accommodate site-generated traffic.

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Conditional Use Permit- Major Modification  
Carr Mill Mall - Old Farmers' Market Office Building

A Note on the Parking:

The Landscaping and Parking sheet, L-1, provides a parking summary for this project. The summary shown describes the parking situation for the entire Carr Mill site, including the parking area in front of Harris Teeter and the parking area in front of Fleet Feet and Bertram Townsend as well as the subject lot off Roberson St. The site is large and the amount of parking is considerable. We have applied for a variety of uses (see Cover). Some of the uses have a suggested ratio of 1 parking space for 200 sq.ft. and others list 1 parking space for 400 sq.ft. The doctors' office (3.130) has a suggested requirement of 1 parking space for 150 sq.ft. We note that the parking standards contained in Article XVIII should be administered flexibly (Section 15-291(b)).

The Parking Summary on sheet L-1 shows one possible allocation of uses with square footages and their suggested parking ratios for the proposed building. These ratios combine to something like an average of 1 space for 300 sq.ft. This ratio acquires some validity through experience with multi-use building in Carrboro. We enclose photos of a building (205 Lloyd St.) and its parking lot, which was permitted for similar uses (this building has no low volume retail, but a 1/3 of this building's square footage is a doctor's office, a 3.130 use with the ratio of 1 parking space for 150 sq.ft.). The photos show the dates and times and, as you can see, the 1:300 ratio seems adequate (the building was fully-leased at the time of the photos.) We believe this to be a reasonable ratio to use in the case of this project.

As is shown in the Parking Summary, the current parking for the entire Carr Mill Mall Lot (as covered by the use permit), including our proposal, falls 59 spaces short of the number suggested by then LUO. This, of course, includes the number of spaces that would be lost to the proposed new construction. We attach photos (with dates and times taken) to document the amount of currently unused spaces in the lot off Roberson St., located, for the most part, in the lower (southern) portion of the lot. The number of empty spaces ranges from 40 -60 spaces and does not include the spaces used by unauthorized parking: students who use the lot then bike to UNC; residents of Roberson Place who park vehicles in this lot; and people who park to go to other downtown locations. We believe if the Owner strictly

enforced the use of the lot, there would be considerably more spaces than are shown in the photos. We urge you to review the situation on site.

We have attempted various parking layouts on the lot and find that none yield a higher number than is shown. There is an option to obtain a few more spaces in the southwest corner of the lot (near the proposed dumpster location) but this would entail a significant reduction in the existing vegetative buffer between the subject lot and Maple Ave. which we would not want to do.

The building plans include accessible showers to encourage and accommodate building tenants who bicycle to work. And in the same line, please note that there are a considerable number of bike racks and motorcycle pads. The ordinance allows counting both in-lieu of parking spaces. The 59 spaces by which we fall short is thereby reduced to 48. We believe a review of the photos, as well as a site visit, will demonstrate that more than 48 spaces are currently unused in this lot. If the project is approved, and only if parking becomes an issue for the tenants of the entire Carr Mill complex (including the proposed building) will the Owners explore the option of more rigorous enforcement of parking in the subject lot. As it is, and possibly into the future, the Owner is content to allow unauthorized parking on the lot in the evening, to the benefit of 100 East Main St. businesses.



# Sungate Design Group, P.A.

ENGINEERING • LANDSCAPE ARCHITECTURE • ENVIRONMENTAL

915 Jones Franklin Road • Raleigh, NC 27606 • Phone 919.859.2243 • Fax 919.859.6258

December 19, 2001

Ms. Jane Tuohey  
Program Support Assistant II  
Town of Carrboro  
Zoning Division  
301 West Main Street  
Carrboro, N. C. 27510

Re: CUP modification for the Farmer's Market Office Building

Dear Jane:

We have completed our initial review of the above referenced plans. The plans were submitted by SGI Technical Services and were received by our office on December 6, 2001. The plans appear to meet requirements for drainage at the CUP stage. It is my understanding that stormwater quality measures are not required on this project; and therefore, the water quality garden that is being proposed was not reviewed in detail by our office. We provided only cursory review of the water quality garden. The tie in to the existing storm drainage system will have to be analyzed at the construction plan stage.

If you have comments or need further information, please contact me.

Sincerely,

W. Henry Wells, Jr., PE

cc: Steve Addy, PE



# Sungate Design Group, P.A.

ENGINEERING • LANDSCAPE ARCHITECTURE • ENVIRONMENTAL

915 Jones Franklin Road • Raleigh, NC 27606 • Phone 919.859.2243 • Fax 919.859.6258

October 9, 2002

Ms. Jane Tuohey  
Program Support Assistant II  
Town of Carrboro  
Zoning Division  
301 West Main Street  
Carrboro, N. C. 27510

Re: CUP modification for the Farmer's Market Office Building

Dear Jane:

We have completed our review of the "Truth in Drainage Statement" for above referenced project. The Statement was submitted by SGI Technical Services and was dated September 27, 2002. The tie in to the existing storm drainage system will have to be analyzed at the construction plan stage. Following are our comments based on this review

The Statement appear to meet the requirements outlined in Section 15-263 of the Town's LUO for drainage at the CUP stage.

I would, therefore, recommend that the CUP for the project be issued. If you have comments or need further information, please contact me.

Sincerely,

W. Henry Wells, Jr., PE

cc: Steve Addy, PE

**Section 15-185 Building Height Limitations. (AMENDED 9/13/83; 2/4/86; 11/14/88)**

(a) Subject to the remaining provisions of this chapter:

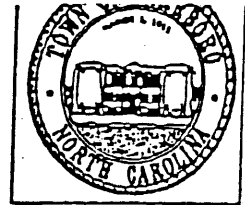
- (1) No building in any zone other than those listed in the following table may exceed a height of thirty-five feet and no building in the following zones may exceed the height indicated. (AMENDED 01/16/01)

ZONE	MAXIMUM HEIGHT	EXPECTED HEIGHT RANGE
B-1(c)	Two Stories	24-30 Feet
B-1(g)	Three Stories	36-40 Feet
R-S.I.R.	100'	
R-S.I.R.-II	100'	
CT	Three Stories	36-40 Feet
B-2	Two Stories	24-30 Feet
B-3	28'	
B-3-T	28'	
B-4	50'	
R-2	50'	
M-1	Three Stories	36-40 Feet
WR	40'	

# TOWN OF CARRBORO

ATTACHMENT "H"

## NEIGHBORHOOD MEETING FORM



TO THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO:

DUE TO PROPOSED LAND DISTURBING ACTIVITY TO TAKE PLACE ON PROPERTY  
LOCATED AT:

201 MAPLE AVE.

TO BE CALLED OLD FARMERS MARKET OFFICE BLDG.

AND TAX MAP REFERENCED AS 7-99-D-19-A L.D.;

I, JACK HAGGERTY, REPRESENTING CARRHILL LIMITED PARTNERSHIP

SUBMIT THIS NEIGHBORHOOD MEETING FORM TO ACKNOWLEDGE THAT:

[PLEASE CHECK THE APPROPRIATE BOX BELOW.]



A MEETING WAS HELD WITH THE MEMBERS OF THE NEIGHBORHOOD ON

10/15/01



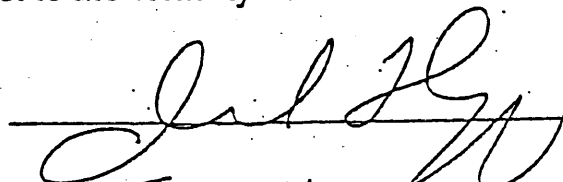
Residents, up to 1000 feet of the property, were notified of the  
neighborhood meeting.



A MEETING WAS NOT HELD WITH THE MEMBERS OF THE  
NEIGHBORHOOD.

THIS NEIGHBORHOOD MEETING FORM IS RESPECTFULLY SUBMITTED TO THE TOWN  
STAFF ON THIS 29 DAY OF NOVEMBER, 19 2001

By affixing my signature, I attest to the accuracy of the submitted information.

  
JACK HAGGERTY

Signature



Mr. Marty Roupe  
Development Review Administrator  
~~Division of Waste Management~~  
301 W. Main Street  
Carrboro, N.C. 27510

Attachment "I"

August 13, 2002

Dear Mr. Roupe:

I am writing this letter at the request of the Planning Department of the Town of Carrboro to express my concerns regarding a series of existing, on-going, and proposed developments across the street from my business. My inquiries about the residual environmental impact of the World War II munitions factory were met with incredulity regarding the very existence of such an operation. Carrboro's history is one of mills. Carrboro should be proud of having made a major contribution to the winning of World War II.

National Munitions Corporation made 20mm anti-aircraft and bazooka ammunition from the beginning of WWII until the end of August, 1945. The operation took place over a large area now occupied by a health services building, the Roberson Place housing area, and a parking lot next to the South Orange Rescue Squad. The plant employed 450 people over three shifts. There was a doctor and three nurses. The U.S. Navy had inspectors on site. Many people turned quite yellow from chemical exposure. There were several accidental detonations and one man was killed. Mr. Wallace Womble was a supervisor at the plant and has been the source of this information. He has a photo of a 4<sup>th</sup> of July staff picnic.

Degreasing of shell and projectile components occurred near the top of the area. Other chemical impact on the ground needs to be identified by consulting with people familiar with the chemicals employed at the time as well as the handling procedures. No one in the Planning Department is able to tell me what, if any, environmental assessment has occurred regarding this munitions plant's operations impact at the two areas already developed. People live and work and children play on the ground there. Wells exist all around this area and may be used now and may be needed in the future. The parking lot at the top of the hill, now paved, will be opened up and excavations will occur. Before this happens all questions regarding the potential and existing risks need to be answered. If the previously approved sites did not address the same risks, the Town of Carrboro needs to find out why not. The families who work, live, and now own homes where children play on the ground are legally entitled to this consideration.

I have discussed this matter with Lark Hayes of the Southern Environmental Law Center and James Bateson of the N.C. Waste management Division. They agree that the questions I have raised here need to be answered. I hope that the Planning Department and the aldermen will discuss this and do the right thing.

Yours truly,



Thomas M. Robinson  
2058 Crawford Dairy Road  
Chapel Hill, N.C. 27516



## TOWN OF CARRBORO

NORTH CAROLINA

WWW.TOWNOFCARRBORO.ORG

Attachment "J"

August 16, 2002

Jack Haggerty, Architect  
212 West Main Street  
Carrboro, NC 27510

Re: Notice of Receipt of Letter Regarding the Proposed Old Farmer's Market Office Building

Dear Jack,

The Town of Carrboro Zoning Division is writing this letter to formally notify you of the receipt of a letter from Mr. Thomas Robinson (enclosed) concerning environmental concerns on or near the proposed site for the proposed Old Farmer's Market Office Building. This development is proposed at 201 Maple Street on property which is zoned both B-1(g) and B-2. Please be advised that Mr. Robinson's letter will be included in the package of information submitted to the Board of Aldermen when your project reaches the public hearing stage. I encourage you to submit any available information you may have regarding these matters to the Town in advance of the public hearing. Information submitted will also be included in the package sent to the Board of Aldermen.

Please let me know if you have any questions regarding this matter. As you know, you can contact me at 918-7333 with any questions or comments.

Sincerely,

Marty Roupe  
Development Review Administrator

cc: Project File  
and,  
Mr. Thomas Robinson  
2058 Crawford Dairy Road  
Chapel Hill, NC 27516  
and,  
Carr Mill Mall Limited Partnership  
c/o:  
N.R. Milian & Associates  
200 North Greensboro Street  
Carrboro, NC 27510  
Attention: N.R. Milian  
and,  
Roy Williford, AICP, Planning Director  
Phil Prete, Environmental Planner

Conditional Use Permit- Major Modification  
Carr Mill Mall - Old Farmers' Market Office Building

A Note on Charettes, Visioning, the Downtown, etc.

The date of our first submission for this project predates much of the work by the various charettes and visioning meetings as well as the resultant documents produced by the consultants. Happily, the project anticipates much of this work. All of these documents and activities have seen Roberson St. as a place for the expansion of the downtown core, and that is exactly how we see the proposed building, both in its uses as well as its appearance.

We are applying for a variety of uses typical of mixed use buildings. The spaces fronting Roberson St. could serve quite well as retail spaces of the sort seen currently along the 100 block of East Main St. Given the building footprint, these spaces could be toward the smaller side of 1,000 s.f., upward to almost 3,000 s.f. These spaces, with their uses providing lively activity at street level, should be a first step in expanding the feel of the downtown to Roberson St. The second and third floors would most likely be office space. We are not proposing any residential uses, but wish to point out that the subject lot adjoins Roberson Place, one of the densest residential areas in town. We don't perceive, in the immediate area, an acute need for residences. The building will be upfitted with contemporary technology in mind, and we will explore the possibility of generators in the building attic, an amenity attractive to IT concerns, though one not found in many locations. The intent is to provide a considerable amount of desirable office and retail space in downtown Carrboro.

The proposed building, which covers most of the width of the lot, thereby screening the parking lot behind it, will have a wide sidewalk along Roberson St. with street trees. We believe this building will become a formative element in the evolving streetscape of Roberson Place. There is a proposed sidewalk along the Sweet Bay Lane side of the building and another in the space between the building and the rescue squad building to the west. We have noted, and anticipate, that pedestrian traffic will flow from the parking lot around both ends of the building. Though not required by the LUO we have provided a water quality garden to help filter the storm water run-off, and we believe

our drainage strategy will temper the peak storm water flow further "downstream," particularly at the southeast corner of the intersection of E. Carr St. and S. Greensboro St. We are proposing the lot to have less impervious surface than is currently found there. In our earliest discussion with town staff we showed a scheme with angled on-street parking in front of the building. Currently, the land use ordinance prohibits on-street parking and our application could not have advanced through the review process had we left this parking as part of the proposal.

Aesthetically the building, as encouraged in the various visioning documents, is predominantly of brick, easily the most common building material in the downtown. The Roberson St. elevation is broken into articulated bays reminiscent of the 100 East Main St. block, with extensive glazing in storefronts on the street level. The storefronts provide a clear demarcation between the street level and the office floors above it. The largish overhang of the roof works much like a cornice to define the top of the building, though above, and not visible from the street level, the roof rises further to create a storage attic. The sides of the building and the sidewalks around it are bordered by the water quality garden. The south elevation, or parking lot elevation, contains more glazing. On this elevation there is a cantilevered curtain wall compatible with the extensive glazing shown. This is to increase the amount of daylight in the building, reducing energy use, as well as to lighten the mass so as to decrease the amount of "stored heat" typical of a masonry wall with a southern exposure. The bays of the Roberson St. elevation are reflected in this elevation. This is a more contemporary elevation and this elevation rises out of the water quality garden.

J. BLANDING HOLMAN  
200 E. CARR ST.  
CARRBORO NC, 27510  
(919) 302-6819

VIA FACSIMILE

October 18, 2002

Carrboro Board of Alderman  
301 W. Main St.  
Carrboro, NC 27510

Re: Old Farmers Market Redevelopment

Dear Ladies and Gentlemen:

As one who lives in and owns a home at the corner of East Carr St. and Maple, I would like to express both my support for the proposed office building at the Old Farmers Market and put forth several specific concerns that should be addressed before final approval is given to this project. Generally, I think the design and purpose of the proposed building is in keeping with the surrounding area and the town's long-term plans for the Roberson Street commercial district. However, as development of this area intensifies – beginning with this project – the town should carefully consider the impacts of that development on the historic residential district located on Maple and East Carr Streets. My house is a qualifying structure in this recognized historic district.

That the new building will generate traffic is beyond dispute. I was told that the traffic analysis conducted showed several hundred trips per day, though no study was done of how many trips would be sent down East Carr Street. That omission is glaring, given that East Carr will provide perhaps the easiest access into the building's parking lot. Moreover, you should know that East Carr serves as a link in Carrboro's bicycle path. Bikes traveling from the west side of town (via the bike path behind PTA and West Carr) travel down East Carr before crossing over to the Cotton bike trail. East Carr is also heavily traveled by pedestrians, including families with baby strollers.

There are no sidewalks on East Carr Street, nor speedbumps, nor even a speed limit sign. Without any of these measures to mitigate car traffic, the situation on East Carr will plainly become more dangerous with increased car traffic. In conjunction with approving a project that will markedly increase car traffic on East Carr St., the Town of Carrboro has a duty to preserve biker and pedestrian safety on East Carr *before* any accidents occur. The Town should also anticipate that traffic associated with the planned building and intensified development between Roberson and East Carr Streets will increase the pressure and indeed the need to rezone property on the south side of East Carr for uses other than strictly residential. As core commercial development expands – to the detriment of residential uses – so does the appropriateness of fringe commercial zoning.

## Attachment L-2

Carrboro Board of Aldermen  
October 18, 2002  
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Finally, I request that the Board impose the following conditions on the project as proposed to minimize any negative impacts on those living in the historic district and pedestrian and biker safety. First, I request that the garbage dump be moved to a site other than the one currently proposed, since it is the *closest possible site* to our neighborhood. I have been told that this is the only "practical" site for the dump, but have yet to hear any engineering rationale supporting that contention. One need take only a cursory look around town to see that dumpsters can be located almost anywhere. One can also see a disturbing tendency to locate such dumps on the borders of a property, so as to externalize the site, smells and sound of dumpsters on neighboring landowners. There is a mass of open asphalt on which to locate this dumpster *away* from existing homeowners. Screening can be done at any location. Of course, to the extent it is claimed that the dumpster itself is not objectionable, all the more reason to locate this trash can close to the building generating the trash going into it.

My second request concerns construction traffic. This large building will require much heavy equipment going in and out of the site. My guess is that East Carr will be used extensively and, over the year-long course of construction, will be frequented by dump trucks, tractor trailers and other large, noisy vehicles. The town should require that the vehicles use a non-residential street (e.g., Roberson) for access. To the degree this is not possible, the town should limit the hours of operation so that the convoy begins and ends at a reasonable hour.

This is the single most significant development project proposed for downtown in quite some time. The way in which the Board of Aldermen handles this application will set the tone and tenor of downtown development (and living) for years to come. I appreciate you taking the time and effort to seriously consider the concerns raised in this letter and the impact this proposed project will have on the Maple St. historic district. Thank you for your attention to this important matter. I look forward to speaking with you at the hearing on Tuesday.

Very truly yours,

  
J. Blanding Holman