APPROVAL OF MINUTES OF PREVIOUS MEETINGS

MOTION WAS MADE BY ALEX ZAFFRON AND SECONDED BY JACQUELYN GIST TO APPROVE THE OCTOBER 15, 2002 MINUTES. VOTE: AFFIRMATIVE SIX, ABSENT ONE (BROUN)

QUARTERLY REPORTS FOR THE QUARTER ENDING SEPTEMBER 30, 2002

The purpose of this item was to present to the Mayor and Board of Aldermen quarterly reports for the quarter ending September 30, 2002.

Alderman Dorosin asked for the number of positions currently vacant with the town.

MID-SEPTEMBER TO MID-OCTOBER ACTIVE PROJECTS REPORT

The Zoning Division of the Town of Carrboro is responsible for preparing a monthly report outlining the construction activities of various projects of interest within the Town of Carrboro's jurisdiction. The report for the period of September 16 – October 15, 2002 was presented.

A REQUEST TO ADOPT A BUDGET ORDINANCE AMENDING THE REVOLVING LOAN FUND

The purpose of this item was to amend the 2002-03 Revolving Loan Fund to reflect the Board's approval of a \$75,000 loan to Karlin's, Inc. (DBA Crazie Mae's Restaurant).

MOTION WAS MADE BY ALEX ZAFFRON AND SECONDED BY JACQUELYN GIST TO ADOPT THE ORDINANCE ENTITLED, "AN ORDINANCE AMENDING FY'2002-03 BUDGET ORDINANCE." VOTE: AFFIRMATIVE SIX, ABSENT ONE (BROUN)

A REQUEST TO ADOPT A BUDGET ORDINANCE

The purpose of this item was to amend the FY2002-03 budget to appropriate additional funds of \$17,217 for the full cost of the public transportation services contract with the Town of Chapel Hill.

MOTION WAS MADE BY ALEX ZAFFRON AND SECONDED BY JACQUELYN GIST TO ADOPT THE ORDINANCE ENTITLED, "AN ORDINANCE AMENDING FY'2002-03 BUDGET ORDINANCE." VOTE: AFFIRMATIVE SIX, ABSENT ONE (BROUN)

<u>PUBLIC HEARING/CONDITIONAL USE PERMIT REQUEST: OLD FARMERS' MARKET OFFICE BUILDING</u>

N. R. Milian Associates, on behalf of Carr Mill Limited Partnership, has submitted an application for a major modification to an 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. 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 must hold a public hearing to receive input. The administration recommended that the Board review, deliberate, and make a decision regarding the conditional use permit application.

Marty Roupe, the town's Development Review Administrator, was sworn in. Mr. Roupe made the staff presentation.

Jack Haggerty, the developer's architect, was sworn in. Mr. Haggerty clarified where the stop sign would be located.

· Bob Kerschner was sworn in. He expressed concern about Carr Mill losing 50 parking spaces due to this development. He also asked that the developer be required to have a recycling site.

Martha Arnold, a resident of Maple Avenue, was sworn in. She expressed concern about bicyclists in this area. She also questioned whether sufficient parking is being provided.

Baxter Sapp, a resident of 205 Maple Avenue, was sworn in. He expressed concern about the proposed location of the dumpster. He also expressed concern about unauthorized use of the dumpster. He encouraged the developer to consider an alternative site for the dumpster or put restrictions on the use of the dumpster.

Chip Muller, a resident of Sweet Bay Place, was sworn in. He asked that this development be connected to Sweet Bay Place, requested screening of this project from Sweet Bay Place, and expressed concern about cut through traffic from Carr Street.

Bland Hollman was sworn in. He expressed concern about increased traffic on Carr Street, which has no sidewalks. He asked that the dumpster be relocated away from residences and expressed concern about construction traffic early in the mornings and late at night.

Tom Lynch, a resident of Sweet Bay Place, was sworn in. He expressed concern about the height of the proposed building.

Tom Robinson was sworn in. He expressed concern about the possibility of hazardous waste on this site from the munitions plant that was previously located on this site. He suggested that a monument be installed honoring those who worked at that plant. He also suggested that a third party take soil samples from this site during excavation, and asked the dumpster be relocated.

Robert Joyner, Vice-President of the Roberson Place Homeowners Association, was swom in. He expressed concern about the size of the proposed building, requested that screening be added, that sidewalks be extended connecting with Roberson Place and along Maple Street. He also proposed a three-way stop at the Roberson/Sweet Bay intersection, questioned why brick was not being installed on all sides of the building, and suggested that this office building and the rescue squad share the dumpster facility.

Mr. Haggerty addressed concerns raised by citizens.

Nathan Millian, Steve Addy, and Earl Lewellyn were sworn in.

Mr. Millian addressed questions about parking.

Phil Prete, the town's Environmental Planner, was sworn in. Mr. Prete stated that the rare tree is not healthy.

MOTION WAS MADE BY MARK DOROSIN AND SECONDED BY JOHN HERRERA TO CONTINUE THIS PUBLIC HEARING ON NOVEMBER 12, 2002. VOTE: AFFIRMATIVE SIX, ABSENT ONE (BROUN)

ATTACHMENT "M", 2

Mayor Nelson requested that the town staff address the following:

Parallel parking
Alternate site for dumpster
Sidewalk
Ask the developer to increase the screening or change the facade of the building
Carr Street/Greensboro Street/Roberson Street intersections

PUBLIC HEARING/CONDITIONAL USE PERMIT REQUEST: TWIN MAGNOLIAS CONDOMINIUMS

Williams Construction Company, Inc. has submitted an application for a Conditional Use Permit (CUP) to allow a combination use (Use 27.000), consisting of a single-family dwelling (Use 1.111) and two-family dwelling apartment buildings (Use 1.241) at 107 Jones Ferry Road. The request consists of a condominium project including eleven (11) two-family apartment buildings (22) dwelling units and an existing single-family residence, which will remain. The project would be located at 107 Jones Ferry Road and would be named 'Twin Magnolias Condominiums.' The Board of Aldermen must hold a public hearing to receive input before reaching a decision on a conditional use permit application. The Administration recommended that the Board review, deliberate, and make a decision regarding the conditional use permit application.

Marty Roupe, the town's Development Review Administrator, was sworn in. He presented the staff report.

Dazzie Lane, a resident of 209 Laurel Avenue Extension, was sworn in. She stated that the residents had previously asked the developer to reduce the number of units, but in fact they increased the number. The affordable housing is located next to the dumpster and recycling area. She also expressed concern that this development will increase traffic in the area and the fact that children will have to cross Jones Ferry Road to access the Town Commons play area.

Tammy Jacobs, a resident of Laurel Avenue, was sworn in. She stated concern about traffic in this area due to this development, stated concern about the play area across the street, and also expressed concern about the size of this project.

John Jacobs, a resident of Laurel Avenue, was sworn in. He expressed concern about the congestion already at this intersection, expressed concern about the location of the dumpster, requested that the number of units be reduced and that the affordable units be relocated.

Mayor Nelson requested that no parking signs be erected at the south end of Laurel Avenue.

Delores Clark, a resident of 109 Jones Ferry Road, was sworn in. She expressed concern about the traffic congestion currently existing in this area. She also expressed concern about children having to cross Jones Ferry Road to access the playground. She also expressed concern about the location of the dumpster and the construction traffic.

Laurie Clark was sworn in. She expressed concern about traffic, and requested a traffic analysis be done. She also expressed concern about pollution caused by additional traffic.



Attachment "N"

NORTH CAROLINA

MEMORANDUM

DATE: November 5, 2002

TO: Mayor and Board of Aldermen

FROM: Dale McKeel, Transportation Planner

RE: Comments Regarding On-Street Parking – Old Farmer's Market Project

In April, the Carrboro Board of Aldermen accepted the <u>Downtown Carrboro: New Vision</u> document, the report from the downtown visioning process conducted in Carrboro in September 2001. This document states that improvements, including on-street parking, should be added to Roberson Street.

The document states that improvements to Roberson Street would be made in conjunction with changes to the street configuration and as development is considered on the street (see Attachment A). The document also states that on-street parking would enhance the walkability of downtown Carrboro by providing a buffer between pedestrians and traffic (see Attachment B). It should also be noted that town staff informed the applicant on February 5, 2002 that the Downtown Vision document included recommendations for Roberson Street (see Attachment C).

In addition, it should be noted that in its comments on the project, the Downtown Development Commission stated that the developer should be requested to dedicate additional right-of-way on Roberson Street to accommodate on-street parking. The commission felt that this would support the retail uses in the building (see Attachment D).

The Town Attorney has advised that based on existing case law the Board of Aldermen cannot require that the applicant dedicate right-of-way on Roberson Street for on-street parking. The Town Attorney has advised that based on the information in the <u>Downtown Carrboro: New Vision</u> document, the Board of Aldermen could require the applicant to set the building back so that in the future the Town could acquire the right-of-way needed for on-street parking. If the Board of Aldermen wish to pursue this, Town staff recommend that the building be placed 8 feet further back from the Roberson Street right-of-way than the location shown on the submitted site plan.

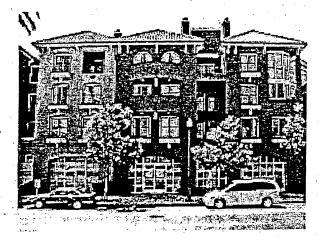
The sketch above shows a typical T intersection design that might be suitable for Roberson and Greensboro.

Roberson Street

Roberson Street and the immediate vicinity has the potential to enliven the downtown core, provide additional convenient on-street parking, and provide much-needed mixed-use space.

Development of any privately owned site is contingent upon the motivation of the property owner. Public investment into the infrastructure, or an agreement with a property owner to provide infrastructure changes during the construction process, may encourage development. The street improvements should include Roberson Street to Main Street and Greensboro Street from Roberson to Main Street. Street improvements such as underground utilities, sidewalk improvements, angled parking, lighting, and connections throughout this area will highlight it as a priority location for development. Any development of the property should require development of attractive, hidden parking that is shared with nearby establishments. Additional analysis will be required before preliminary designs can be developed, but these concepts can serve as guidelines to esnure the streets fits the vision defined by charrette participants.

An example of a mixed-use building suitable for the Roberson Street area is shown at right. See page 10 for additional information on mixed-use development.



These photos of other communities demonstrate how angled parking, ample sidewalks, and appropriate building set-backs enhance the environment for both drivers and people on foot. These are concepts that can be applied to the Roberson Street area as development is considered.

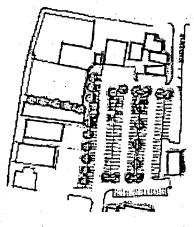




Parking must be easy to locate and access but it should blend with its surroundings



The photo above shows how existing parking appears uncoordinated. The conceptual sketch, from another community, illustrates how parking can be pooled. Vehicle access is shared, and a pedestrian link is shown at left.



Existing buildings are in red. Parking is in pink and white. Though parking may be perceived as a problem, the amount of space already devoted to parking appears ample.

Parking

The Consultant team found that downtown has random, casual and disorganized parking lots that consume valuable space. According to town statistics, there is more than one square foot of parking for each square foot of commercial building. Though parking is perceived as a problem, this is likely not a lack of physical space. More likely, it is the location of parking that is the problem. Although people will walk as far as 1200 feet to access shops in a large mall, there is an expectation of curbside parking in downtown areas.

Territorial boundaries by businesses and property owners prevent off-street parking capacity from flexibly matching parking needs. Many of these small parking areas, such as those behind structures on the southern side of Weaver Street, could be pooled into large, attractively landscaped parking areas. The number of driveways into existing lots could be consolidated, reducing congestion on the streets, adding on-street parking in some areas, and improving walkability through driveway reduction. Large service vehicles such as garbage trucks, tractor-trailers, and fire engines would have more room to maneuver in larger, consolidated parking lots.

As a first step toward enhancing Carrboro's unique image, clear and distinctive signage needs to be designed and installed to alert motorists of the existence and whereabouts of ample off-street parking Additional on-street parking can be added on Roberson Street and on East Weaver Street in conjunction with recommended changes in the street configuration.

Charrette participants wanted to preserve their free parking, rather than use meters to manage parking. Managing curbside and off-street parking by establishing parking zones ranging from 30 minutes to all day would help keep the most convenient spaces open without using meters. Employees should have their own designated free, all-day parking at a short distance from where they work, to reserve the dosest parking for customers. Strict code enforcement is essential for effective parking management.

These efforts take advantage of existing opportunities. The increased marketability of Carrboro that will accompany the aesthetic improvements will provide additional opportunities for parking that is submerged or on the rooftops of new buildings.





Creating a more walkable environment requires attention to detail. Separate walkers from cars, parked or moving, with landscpaped edges. Eight foot wide sidewalks are absolute minimums in the downtown core. Note the parking meter at the far right and diagonally parked cars in the background.

Walkability

There are a number of areas in downtown Carrboro that are difficult for pedestrians to access due to barriers (both physical and psychological) that exist with the current pedestrian facilities. Crossings and sidewalks are poorly marked and lit. There are too few crossing opportunities. Traffic often fails to yield to pedestrians in crosswalks. When motorists fail to honor crosswalks many pedestrians choose to cross at random. Narrow, discontinuous sidewalks combined with lack of on-street parking places the pedestrian directly next to the travel lane with high speed traffic. Wide intersections with no median refuge islands make streets difficult to cross safely.

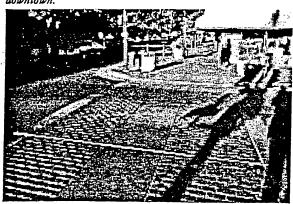
Sidewalks

Sidewalks in the downtown area should be smooth, continuous and at least eight feet wide, with a preference for ten to twelve feet. Sidewalks should be buffered from motorized traffic by planter strips, bike lanes, and on-street parking. Planter strips bring streets to life with the beauty of landscaping and space for attractive street furniture, lighting, and other amenities. Planter strips provide places outside sidewalk space for traffic signs, fire hydrants, utility boxes and other operational elements of streets.

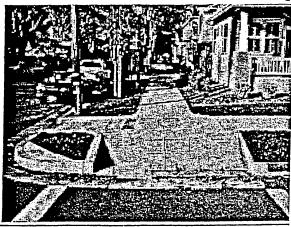
Sidewalk and crossing materials should be consistent throughout the downtown core. Concrete could be colored, patterned, or otherwise textured in ways that do not negatively impact wheelchairs and other users. Bricks, paver stones and asphalt are three other popular materials. Driveway widths should be as narrow as possible. Two wheelchair ramps should be provided at every corner as shown in the photo. Sidewalks that do not meet these requirements should be replaced.



Materials for sidewalks should be consistent throughout the



Sidewalks are built to last many years, and should therefore be build wide enough to accommodate the walking traffic Carrboro can expect in the future. Enhanced transit, including light rail, regional growth, and special events will all result in increased walking.



ably in a car. Six feet is required when walkways are attached to curbs. Lesser width creates discomfort for two people walking side-by-side. Sidewalk width should be increased to a minimum of 8.0 feet within 1/8 mile of schools, significant parks, commercial areas, prominent transit locations, medical buildings and other popular gathering or walking places. Shopping districts require sidewalk widths of 8-16 feet or more for greater pedestrian volumes.

Sidewalks should be buffered from motorized traffic in most locations. Buffers are created through planter strips, on-street parking, bike lanes, or combination of these tools. Monolithic sidewalks, in which the curb and sidewalk are combined, are uncomfortable for people because there is inadequate separation from the travel lane of the roadway. Separate ramps should be the standard, with an exception that permits angled ramps in special situations.

Sidewalk materials can vary, and should be defined by area in the policy. Concrete is the most popular, often lasting 50-80 years with light maintenance. Concrete can also be colored, patterned, etched, or otherwise textured in ways that do not negatively impact wheelchairs and other uses. Bricks, paver stones and asphalt are three other popular materials. Each of these materials can last decades, if properly placed, designed and treated. Materials can be varied to create a unique personality or character for a neighborhood.

Sidewalks need well-defined edges on both sides. Typically property edges are grassy areas, but can also be retaining walls, lines of shrubs, low, transparent fences, or other physical elements. Street-side edges can also be grass, or full planter strips.

In urban or retail areas, buffers are needed between sidewalks and fronts of buildings. The width of these spaces should be minimum of two feet, which allows space for window shoppers, opening doors and sidewalk enhancements such as flower planters and retail displays.

Planter strips six feet wide are the minimum width for tree planting. There may be limitations that force the Town to allow narrow planter strips, but it should be an exception, not the minimum. Standards based on minimums do not promote quality. Ideally, planter strips are mirrored pairs, creating balance and harmony to streetscapes. Planter strips provide places outside sidewalk space for traffic signs, fire hydrants, utility boxes and other operational elements of streets. Planter strips provide sufficient setback of sidewalks to help with ADA issues at crossing points. In cold dimates planter strips become valuable places to store plowed snow Planter strips also can help assure adequate sight triangles at intersections and driveways.

Standard drawings that incorporate the preferred designs should be prepared. A policy and standard drawings for other pedestrian features, should as mid-block crossings and refuge islands should also be prepared. The policy should address driveway cuts, curb designs, post placement, pedestrian push buttons, the location of newspaper racks, fountains, benches, transit stops, and other issues that impact the walkway. Pedestrian scale lighting should be addressed or the lighting policy referenced. It is much easier for a designer to submit an acceptable plan when the standards and policies are well-defined.



NORTH CAROLINA

February 5, 2002

Mr. Jack Haggerty 212 W. Main Street Carrboro, NC 27510

RE: Old Farmer's Market Building

Dear Mr. Haggerty:

A few weeks ago the Old Farmer's Market Building was on the agenda for the Development Review meeting. At that time you had questions regarding right-of-way on Roberson Street.

I have enclosed for your review portions of the draft copy of the report from the Downtown Carrboro Visioning Charrette. I encourage you to review this report, as it may provide clarification on some of the issues regarding Roberson Street.

Town staff has provided comments on the Downtown Visioning report to Walkable Communities, and anticipate that the final report will be available in a few weeks. We hope that the final report will provide additional recommendations on the cross-section and right-of-way width for Roberson Street.

If you have any questions of suggestions regarding the report, please let me know.

Sincerely,

Oak MILL

Dale McKeel Transportation Planner

Enclosure



NORTH CAROLINA

MEMORANDUM

DATE: April 29, 2002

TO: Marty Roupe, Planner/Zoning Development Specialist

FROM: Dale McKeel, Transportation Planner

RE: Interaction between Downtown Visioning Work Plan and CUP

Application for the Old Farmer's Market Building, 300 Roberson Street

On April 2, 2002 the Carrboro Board of Aldermen held a work session and developed a list of items in the Downtown Visioning Report to be addressed by staff.

As part of this session, the Board of Aldermen requested that town staff examine building height and right-of-way issues in the downtown area, including Roberson Street.

I am writing to point out that the discussions by the Board of Aldermen on building height and right-of-way could have an impact on the proposed placement and layout of the Old Farmer's Market Building.

Please note that on February 5, 2002 I provided a copy of the pertinent sections of the draft Downtown Visioning Report to Mr. Haggerty, the project architect, and noted that the report discussed right-of-way width and the cross-section of Roberson Street.

Please let me know if you have questions or suggestions regarding this memo.

File



NORTH CAROLINA
WWW.TOWNOFCARREORO.ORG

Memo

To: Mayor and Board of Alderman

From: Mariana Fiorentino and James Morgan, DDC Co-Chairs

CC: James R. Harris, Director of Community and Economic Development

Date: 10/14/02

Re: Comments on the Old Farmer's Market Office

The Downtown Development Commission met on October 11, 2002 and reviewed the plans for the Old Farmers' Market Office Building. The committee was very pleased to see the proposal as it contributes to the overall goal of the Board of Alderman to double the commercial tax base in the Town of Carrboro while at the same time adhering to the development regulations.

The committee however had two concerns when reviewing the plans.

The first concern has to do with construction traffic coming to and leaving the site. The developer and the contractor should develop a plan that limits the number of trips to and from the site due to the congested traffic in the area coming from the surrounding neighborhoods and the local businesses.

There is concern about the intersection of Sweet Bay and Roberson Streets. The plan calls for a stop sign on southbound Roberson in the sharp curve. The commission feels that there are traffic-calming treatments such as paving transitions at the corner, which would be more effective at this location. On street parking should also be considered from the intersection of Main and Roberson to the sharp curve. The on street parking could serve as part of the calming treatment. The towns' transportation planner should study this recommendation as he looks at the Downtown Parking Report. The developer should be requested to dedicate additional right of way on Roberson in front of his project to accommodate on street parking. It is felt that this would support the use of a portion of the building for retail.

November 1, 2002

Mr. Marty Roupe
Planning/Zoning Development Specialist
Town of Carrboro
301 West Main Street
Carrboro, North Carolina 27510

Re: Proposed Old Farmer's Market Building

Dear Marty,

I am writing in an effort to recap the remaining issues and hopefully provide some in put regarding these concerns.

- 1. Dumpster location. At the town's request, I have contacted Ray DeVries of the Orange County Rescue Squad. Ray is agreeable to eliminating their rolling bins and sharing a dumpster with us on their site. We have agreed to get together to identify an appropriate location when it becomes necessary.
- 2. Additional screening. Generally, we don't understand the argument. We are proposing a very attractive, nicely designed building. How can that be more objectionable than looking at a parking lot, a fish market and the back of the 100 block of Main Street. We would consider placing an oak tree in the traffic-calming island beside the bicycle parking, "in lieu of" relocating the existing trees as proposed. Ultimately, this would provide a taller, more full screen. As you may or may not remember, the developer of Roberson Place approached us and requested permission to place the existing screening along Sweet Bay Place. The owners of Carr Mill agreed to allow the screening with the condition that the Roberson Place Homeowners Association continually maintain it. We feel that if they would like additional screening in this area, then we would be receptive to allowing the homeowners association to pay for and maintain that screening. Of course, we would reserve the right to prior approval of any additions or changes. Otherwise we are proud of what we are proposing.
- 3. Additional right of way designation for on street parking. As chair of the parking task force, I was involved in all of the meetings and the formulation of the recommendations that were ultimately presented to the board. We were challenged with the task of presenting workable ideas for meeting the parking

needs of current, and more importantly, future development in the downtown. The idea of on-street parking was presented because a number of areas currently exist within the downtown that could easily and inexpensively be modified to accommodate public on-street parking. The idea was to create parking in areas that were currently being used otherwise. It was never the intent of our group to force the conversion of private parking to public parking. This request does just that. It has been shown that the net effect is that no additional parking is added. The only potential way to have a gain of spaces would be to redesign the building site plan and eliminate elements specifically incorporated to aesthetically soften our building and improve the quality and quantity of the water runoff which effects our neighbors downstream. We firmly believe the trade off is not in the spirit of the vision for downtown, and certainly not the intent of the task force recommendations.

4. Additional right of way designation for a sidewalk on Sweet Bay to Roberson Place. First, the town sidewalk master plan does not include a sidewalk in this location. Second, there exists a sidewalk on the other side of the street. Third, if there was such pressing need for a sidewalk here, why was it not required and incorporated into the plans for the Roberson Place development. The road could have been shifted farther east to accommodate it. Fourth, a sidewalk here would eliminate screening put in place for the benefit of the residents of Roberson Place. Fifth, due to the topography, a sidewalk will require an expensive retaining wall, which more than likely would make it economically impractical. We feel that in light of these facts, it is not reasonable to require us to give up this land. Someone's idea that it would be nice simply is not legitimate justification.

We have worked very hard to present a project that we believe is a true benefit to the community. Particular effort was given to the impact on the neighbors and in presenting Carrboro with something that is in keeping with its vision and economically feasible. It is our sincere hope that you can understand that we are at a place where we are out of wiggle room, and that forcing us to abandon this project comes at great cost to a responsible corporate citizen. It also sends the wrong message to outsiders who might hesitate or reconsider investing in our community. Regardless of the outcome, we wish to thank you and the other members of the staff who have worked so closely with us for so many months.

Sincerely,

Nathan R. Milian, CSM



November 7, 2002

Mr. Marty Roupe Planning/Zoning Development Specialist Town of Carrboro 301 West Main Street Carrboro, North Carolina 27510

Re: Proposed Old Farmer's Market Building

Dear Marty,

I am writing in response to the latest staff recommendation regarding the dedication of additional right of way on Roberson Street for on street parking. We remain in objection to this requirement.

Apparently, the latest version requires us to set back our building an additional eight feet. The explanation is that this would be to provide for the possibility that the town could some day acquire right of way, via eminent domain, for widening of Roberson Street or for on street parking.

We realize that we are the first development to come along subsequent to the visioning project, but it is our feeling that this requirement "just in case" the town decides to buy the right of way area, is wholly unfair. There is no formal plan, provision or funding currently in effect to either widen the road or add on street parking the length of Roberson Street. As a result, we have no assurance that we won't be forced to do this and then (a) the same requirement is not applied to the other properties on the south side of Roberson all the way to Greensboro Street or (b) that you never buy this right of way and we have effectively been prevented from using this area for parking in perpetuity. The later results in less parking in the downtown area forever. Why do we question this? In a C.U.P. modification requested in 1989/90, we were asked to allow a bike path to pass around the perimeter of our property. We agreed to modify our site plan to accommodate this and our C.U.P. was modified to allow the expansion of two key retail merchants. The town was going to pay for the installation of this bike bath extension. It is now twelve years later and not only is there no funding; there are also no plans to fund this project. It has effectively been scraped, but our project is designed around it and bicyclists still weave in and out of traffic as they take a short cut through our parking lot each day.

Please don't require us to redesign for another of these "pie in the sky" projects.

Sincerely,

Nathan R. Milian, CSM



PUBLIC WORKS DEPARTMENT

To:

Marty Roupe, Development Review Administrator

From:

M. Chris Peterson, Director of Public Works

Date:

November 04, 2002

Re:

Old Farmers Market Property/ Proposed Office Building-Sharing of Dumpster w/ Orange

Rescue Squad

Cc:

Chris Clark, Solid Waste Supervisor

Chris Gerry, Landscape/Grounds Supervisor

Please be advised that the use of a shared dumpster by the proposed Old Farmers Market Property Group w/ Orange Rescue Squad will work on behalf of the Public Works Department. This will be an arrangement between these two groups. Pubic Works will provide collection at a cost provided in the new Commercial User Fee Rate Schedule implemented on October 1, 2002 of this year.

The only location appearing workable for a dumpster on the Orange Rescue Squad's property is the southwest corner where Orange Rescue Squad currently stores their boat. The dumpster will need to be screened with a gate and the owner responsible for opening the gate on the morning of the scheduled collection.

Cardboard is not allowed in the mixed solid waste dumpsters. Therefore, the users of the dumpster will be responsible for disposing of all cardboard through the use of a cardboard dumpster next to the mixed solid waste dumpster on Orange Rescue Squad's property. Disposal of all cardboard for commercial or multifamily users must be privately contracted or the users may elect to have their own personnel transport their cardboard to the Carrboro Plaza Recycling Center.

Chris Gerry, Landscape/Grounds Supervisor, has examined the existing 12" Incense Cedar Tree located on the right of way of Roberson Street and has determined in his opinion that this tree is in good health.

ATTACHMENT "R"

Old Farmers Market Sidewalk Estimate

<u>Item</u>	Quantity	<u>Unit</u>	<u>Unit Price</u>	Amount
Clearing & Grubbing	1.0	LS	\$500.00	\$500.00
Mobilization	1	LS	\$2,000.00	\$2,000.00
Sidewalk	200	LF ·	\$14.00	\$2,800.00
Earthwork	100	CY	\$8.00	\$800.00
Retaining Wall	1000	SF	\$25.00	\$25,000.00
Seeding & Mulching	1	LS	\$500.00	\$500.00
S&E	1	LS	\$500.00	\$500.00
Subtotal				\$32,100.00
Add Mobilization (5%)				\$33,705.00
Add Engineering (10%)			• • • • • • • • • • • • • • • • • • •	\$37,075.50
Add Contingency (25%)	·			\$46,344.38
Total				\$46,344.00
				\$46 344 00



NORTH CAROLINA

MEMORANDUM

DATE:

November 5, 2002

TO:

Mayor and Board of Aldermen

FROM:

Dale McKeel, Transportation Planner

RE:

Carr / Greensboro / Roberson Intersection Improvements

On October 22, 2002, the Board of Aldermen held a public hearing on a Conditional Use Permit application for the Old Farmer's Market Building. The Board requested additional information on improving the Carr-Greensboro and Roberson-Greensboro intersections. This memorandum provides additional information regarding this request:

- 1. Existing Traffic on S. Greensboro Street. Traffic counts taken on May 8, 2002 found that 11,983 vehicles traveled on Greensboro Street near the Carr Street intersection in a 24-hour period. The 85th percentile speed of these vehicles was more than 33 miles per hour (the speed limit is 20 mph).
- 2. Greensboro-Roberson Intersection. The Greensboro-Roberson intersection is number two on the list of "high severity accident intersections" in Carrboro based on data compiled by NCDOT for the two-year period from 1-1-2000 to 12-31-2001. This list ranks intersections based on the number of accidents, the number of injuries, and the severity of injuries that occur at an intersection (see Attachment A).
- 3. <u>Greensboro-Carr Intersection.</u> In the three years ending on 9-30-01, there were four crashes at the Greensboro-Carr intersection, based on data compiled by NCDOT. There were no injuries in these crashes but an estimated \$9350 in property damage.
- 4. Request to NCDOT. Based on the volumes, speeds, and severity of accidents on Greensboro Street near the Carr and Roberson intersections, Town staff recommend that the Mayor and Board of Aldermen request that NCDOT study these intersections and recommend ways to reduce speeds and improve safety.

Page 1 of 1

through 12/31/2001 with a minimum of 5 accidents within 150 feet of the Intersection Severity at High Accident Intersections in Carrboro City for the period 1/1/2000

Totals and Averages

Average Severity	6.34
Total Crashes	115

Severity at High Accident Intersections

Rond A	Road B	Severity Index	Number of Crashes	Total K+A Injuries	Total B+C Injuries	Total No Infuries	Estimated Property Damage
BARNES	JONES FERRY	19.12	10	-			Same Crades
GREENSBORO	ROBESON	17,33	•	, · · -		: 5	
MAIN	WEAVER			•	, ,		oos 'ste
DAVIE	JONES PRODY			-	•,	77	\$35,500
79 07		fe.,	CT		•	28	\$56,730
	POPLAR	7.05	11	0	. 14	23	\$102,950
NC 54	JONES FERRY	5.11	•	•	r	15	\$41,675
ESTES	GREENSBORO	4.70	•	0	9	15	\$19,600
GREENSBORO	WEAVER	3.96	Ŋ			-	\$12.500
MAIN	ROSEMARY	3.77				. 3	
BPW CLUB			•	,	•	•	060'778
	DMIIN LEVEL	3.47	•	0	~	13	\$19,900
NC 54	MAIN	2.85	•	•	n	70	\$30,100
GREENSBORO	MAIN	2.85		0	7	23	\$31,075
GREENSBORO	MERRITT MILL	2.48	10	0	n	7	\$55,200
LLOYD	MAIN	1.00	G	,	. 0	31	\$25.800
Total	•		115		7.5		

This is a preliminary summary report and should not be used for detailed site specific analysis or as an indication of danger or risk. Special consideration should be given to locations that have coinciding routes, loop conditions or interchanges.

High Accident Intersections in Carrboro City for the period 1/1/2000 through 12/31/2001 with a minimum of 5 accidents within 150 feet of the Intersection

High Accident Intersections

Serial Number	Number of Crashes	Road A	Road B	
1	15	DAVIE	JONES FERRY	•
2	11	NC 54	POPLAR	
3	10	GREENSBORO	MERRITT MILL	
4	9	LLOYD .	MAIN	
5	9	NC 54	JONES FERRY	
6	8	GREENSBORO	MAIN	
7	8	MAIN	ROSEMARY	
8	. 8	ESTES	GREENSBORO	•
9	8.	NC 54	MAIN	
10	7	MAIN	WEAVER	
11	6	GREENSBORO	ROBESON	
12	6	BPW CLUB	SMITH LEVEL	
13	5	GREENSBORO	WEAVER	
14	5	BARNES	JONES FERRY	

Accident Types at High Accident Intersections

Number of Crashes	Road A	RoadB	Accident Type
4	DAVIE	JONES FERRY	LEFT TURN, SAME ROADWAY
3	DAVIE	JONES FERRY	ANGLE
2	DAVIE	JONES FERRY	RIGHT TURN, SAME ROADWAY
1	DAVIE	JONES FERRY	LEFT TURN, DIFFERENT ROADWAYS
1	DAVIE	JONES FERRY	PEDESTRIAN
1	DAVIE	JONES FERRY	HEAD ON
1	DAVIE	JONES FERRY	SIDESWIPE, SAME DIRECTION
1	DAVIE	JONES FERRY	PEDALCYCLIST
1	DAVIE	JONES FERRY	RAN OFF ROAD - RIGHT
15	Total Number of Accid	dents	
6	NC 54	POPLAR	Angle
2	NC 54	POPLAR	REAR END, TURN
1	NC 54	POPLAR	LEFT TURN, SAME ROADWAY
1	NC 54	POPLAR	LEFT TURN, DIFFERENT ROADWAYS
1	NC 54	POPLAR	HEAD ON
11	Total Number of Accid	lents .	
4	GREENSBORO	MERRITT MILL	REAR END, SLOW OR STOP
3	GREENSBORO	MERRITT MILL	LEFT TURN, SAME ROADWAY

Number of Crasbes	Road A	RoadB	Accident Type
	GREENSBORO		LEFT TURN, DIFFERENT ROADWAYS
1	GREENSBORO	MERRITT MILL MERRITT MILL	REAR END, TURN
1	GREENSBORO	MERRITT MILL	ANGLE
10	Total Number of Acci		ANGLE
3	NC 54	JONES FERRY	LEFT TURN, DIFFERENT ROADWAYS
2	NC 54	JONES FERRY	REAR END, SLOW OR STOP
	NC 54	JONES FERRY	RAN OFF ROAD - RIGHT
1	NC 54	JONES FERRY	ANGLE
1	NC 54	JONES FERRY	RAN OFF ROAD - LEFT
. 9	Total Number of Acci.	dents	
4 .	LLOYD	MAIN	LEFT TURN, SAME ROADWAY
2	LLOYD	MAIN	REAR END, SLOW OR STOP
1	LLOYD	MAIN	LEFT TURN, DIFFERENT ROADWAYS
1	LLOYD	MAIN	FIXED OBJECT
1	LLOYD	MAIN	OTHER COLLISION WITH VEHICLE
9	Total Number of Accid	dents	
3	NC 54	MAIN	REAR END, SLOW OR STOP
2	NC 54	MAIN	LEFT TURN, SAME ROADWAY
1	NC 54	' MAIN	SIDESWIPE, SAME DIRECTION
1	NC 54	MAIN	BACKING UP
1	NC 54	MAIN	RAN OFF ROAD - RIGHT
8	Total Number of Accid	ients	•
4	GREENSBORO	MAIN	REAR END, SLOW OR STOP
2	GREENSBORO	MAIN	FIXED OBJECT
1	GREENSBORO	MAIN	LEFT TURN, SAME ROADWAY
1	GREENSBORO	MAIN	BACKING UP
8	Total Number of Accid	lents	
. 2	MAIN	ROSEMARY	PEDALCYCLIST
. 2	MAIN	ROSEMARY	ANGLE
1	MAIN	ROSEMARY	RIGHT TURN, SAME ROADWAY
.1	MAIN	ROSEMARY	REAR END, SLOW OR STOP
1	MAIN	ROSEMARY	SIDESWIPE, SAME DIRECTION
1	MAIN	ROSEMARY	LEFT TURN, DIFFERENT ROADWAYS
. 8	Total Number of Accid	lents .	
5	ESTES	GREENSBORO	REAR END, SLOW OR STOP
1	ESTES	GREENSBORO	SIDESWIPE, OPPOSITE DIRECTION
. 1	ESTES	GREENSBORO	RAN OFF ROAD - RIGHT
1	ESTES	GREENSBORO	LEFT TURN, SAME ROADWAY
8	Total Number of Accid	ents	
2	MAIN	WEAVER	REAR END, SLOW OR STOP
2	MAIN	WEAVER	OTHER COLLISION WITH VEHICLE
1	MAIN	WEAVER	REAR END, TURN
1	MAIN	WEAVER	ANGLE
1	MAIN	WEAVER	FIXED OBJECT
. 7	Total Number of Accid		•

Number of Crashes	•	oadA	Road B	Accident Type	
	3 B	PW CLUB	SMITH LEVEL	REAR END, SLOW OR STOP	
	1 B	PW CLUB	SMITH LEVEL	RAN OFF ROAD - RIGHT	
	1 B	PW CLUB	SMITH LEVEL	LEFT TURN, SAME ROADWAY	
	1 B	PW CLUB	SMITH LEVEL	SIDESWIPE, SAME DIRECTION	•
	6 T	otal Number of Accider	its		
	,4 GI	REENSBORO	ROBESON	REAR END, SLOW OR STOP	
	1 GI	REENSBORO	ROBESON	ANGLE	
	1 GI	REENSBORO	ROBESON	LEFT TURN, DIFFERENT ROADWAYS	
	6 T	otal Number of Acciden	its		
	1 B	ARNES	JONES FERRY	RIGHT TURN, SAME ROADWAY	
	1 B	ARNES	JONES FERRY	LEFT TURN, DIFFERENT ROADWAYS	•
	1 B	ARNES	JONES FERRY	REAR END, TURN	
	1 B/	ARNES	JONES FERRY	LEFT TURN, SAME ROADWAY	
	1 B	ARNES	JONES FERRY	REAR END, SLOW OR STOP	
	5 ·T	otal Number of Acciden	its		
	2 GI	REENSBORO	WEAVER	PEDALCYCLIST	
	1 GF	REENSBORO	WEAVER	BACKING UP	
	-	REENSBORO	WEAVER	ANGLE	:
	1 GF	REENSBORO	WEAVER	SIDESWIPE, SAME DIRECTION	
•		otal Number of Acciden	its		

This is a preliminary summary report and should not be used for detailed site specific analysis or as an indication of danger or risk. Special consideration should be given to locations that have coinciding routes, loop conditions or interchanges.



NORTH CAROLINA

PLANNING DEPARTMENT

MEMORANDUM

DELIVERED	VIA: X HANI	D 🔲 MAIL	\square FAX	☐ EMAIL
新文·特尔特尔文学设计的企业设施证明的	B 有一种的对例文字:现代可以是中心的数字的数	THE PROPERTY OF THE PROPERTY O	中的经验的特殊的特殊	的 医克里特氏 医克里特氏病 医尿管炎 医克里特氏病 医克里氏病 医尿管炎 医克里氏病 医克里氏病 医克里氏病 医克里氏病 医克里氏病 医克里氏病 医克里氏病 医克里特氏病 医尿管炎 医克里氏病 医克里氏病 医克里氏病 医克里氏病 医尿管炎 医克克氏病 医克克氏病 医克克氏病 医尿管炎 医尿管炎 医克克氏病 医克克克氏病 医克克氏病 医克克克氏病 医克克氏病 医克克氏病 医克克氏病 医克克氏病 医尿管炎 医克克氏病 医克克氏病 医克克克氏病 医克克克克氏病 医克克克克克克克克氏病 医克克氏病 医克克氏病 医克克氏病 医克克氏病 医克克克氏病 医克克氏病 医克克克氏病 医克克氏病 医克克氏病 医克克氏病 医克克氏病 医克克氏病 医克克氏病 医克克克氏病 医克克克氏病 医克克克氏病 医克克克氏病 医克克克克克克克克克克

To:

Martin Roupe

From:

Philip J. Prete

Date:

October 18, 2002

Subject:

Old Farmers Market Office Building - CUP Major Modification

In light of past activities in the vicinity of the subject site, and allegations of potential historical disposal of waste materials on that site, I believe it is prudent to add a condition to the permit to address these concerns. I recommend that the developer be required to submit for staff approval a contingency plan for the excavation phase of this project. The plan should address the following:

- 1. Visual observation methodology
- 2. Observation frequency
- 3. Method of logging observations
- 4. Name of individual responsible for record keeping
- 5. Observations that would trigger response action
- 6. Actions that will be taken in the event of discovering suspicious material
- 7. Identify individual that will be contacted for response to event (DENR official)

The inspection log should be available for inspection by the Town upon request.

Martin Roupe

From: Sent: Robert Morgan

Sent: To: Subject: Thursday, November 07, 2002 8:14 AM
Martin Roupe; Richard White; Roy M. Williford
FW: Proposed Building at Roberson and Sweet Bay

----Original Message----

From: Lurie, Nicholas [mailto:lurie@unc.edu] Sent: Wednesday, November 06, 2002 7:25 PM To: Norah Reich; Robert Morgan; John Herrera

Subject: Proposed Building at Roberson and Sweet Bay

Please forward this message to the Mayor and each of the Aldermen.

Dear Mr. Mayor and Board of Aldermen,

I am writing to urge you to make the approval of the proposed building at Sweet Bay and Roberson contingent on building a sidewalk on Roberson from Sweet Bay to Greensboro street.

Roberson street, which is located in the middle of downtown Carrboro, currently has no sidewalk between Sweet Bay and Greensboro. Given that the proposed building will substantially increase traffic on Roberson, a sidewalk seems vital. Ideally there should be a sidewalk on both sides of the street but at a bare minimum, there should be a sidewalk on one side of the street. Whether the sidewalk is paid for by the developer, which seems reasonable given the additional traffic, or by another source is up to you. Any new development in Carrboro should not make the town any less walkable than it already is. I also urge you to ensure that a three-way intersection with stop signs is created at Sweet Bay and Roberson to slow down traffic and that crosswalks are drawn to cross Roberson and Sweet Bay.

More generally, I urge you to make Carrboro more pedestrian friendly by:
-Installing a sidewalk and bike lanes on Greensboro from Roberson to Merritt Mill.
-Getting rid of pushbuttons for walk signs that make pedestrians wait longer than cars to cross the street and replacing them with walk signs that light up when the light turns green for cars.

-Installing walk signs that pedestrians can see at busy intersections (e.g., crossing Weaver Street to the Spotted Dog); crossing at the south side of the intersection of Main and Weaver near the town hall; crossing Merritt Mill at Main Street.

-Installing more crosswalks (e.g., Crossing Main street to the Spotted Dog--this should include moving the car stop line back about 20 feet; crossing Main street towards Crook's Corner, Crossing Main Street and Rosemary Street where they intersect.

I would be happy to meet with town planners to discuss these ideas in more detail.

Sincerely,

Nicholas Lurie Secretary and Treasurer Roberson Place Board of Directors 275 Sweet Bay Place Carrboro, NC 27510 919-960-4788



Carrboro's Community-Owned Grocery

November 7, 2002

To the Carrboro Board of Aldermen:

I am writing to urge you to consider the importance of on-street parking as you deliberate current and future development proposals along Roberson Street. The Downtown Carrboro: New Vision Report ("the Report") recommends on-street parking as part of an overall strategy for improving downtown Carrboro. By providing on-street parking on Roberson Street, you will make an important contribution to realizing this new vision for downtown.

There are several benefits to on-street parking on Roberson Street:

- On street parking slows vehicular traffic, enhancing safety for bicyclists, pedestrians, and motorists alike. Slowing traffic can help to address safety issues on Roberson Street.
- On street parking benefits retail tenants. As the Report points out, consumers expect curbside parking in downtown areas. Making future retail business on Roberson more successful will contribute to making downtown more vibrant.

The Report recommends angled parking for Roberson Street. Parallel parking would be a less-desirable but still valuable alternative.

Your decision regarding on-street parking in front of the current proposed development on Roberson Street will set a precedent for the entire street. In addition, it will indicate the importance that the Town attaches to increasing on-street parking in downtown and to furthering the goals of the New Downtown Vision process.

Sincerely,

Ruffin Slater, General Manager

101 East Weaver Street

Carrboro, NC 27510

(919) 929-0010

Fax: (919) 942-4889

SUMMARY SHEET OF STAFF AND ADVISORY BOARD RECOMMENDATIONS

CONDITIONAL USE PERMIT—OLD FARMER'S MARKET OFFICE BUILDING

Recommended by	Pecommendations
The residence of the second second	
1. Staff, EAB, PB, and AC	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. Staff, EAB, PB, and AC	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. Staff, EAB, PB, and AC	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;
4. Staff, EAB, PB, and AC	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;
New Staff-Generated Recommendations (related to Continuation of Public Hearing)	
5. Staff	That the proposed building be located eight-feet (8') south of the location currently shown on the CUP plans, and that this location be shown on the construction plans;
6. Staff	That the applicant share use of a dumpster with the neighboring property owner to the west (Orange County Rescue Squad), and that the dumpster be located on the neighboring property;
7. Staff	That the applicant place three (3) Foster Holly trees in the proposed
	planting island directly west of the entrance point for the development in lieu of transplanting the existing trees on the site into the planting
Advisory Board-	island;
Generated Recommendations	
8. PB	That the Board incorporate the additional staff recommendations
	numbered 1 and 2 related to dedication of additional sidewalk right-of-
	way along Roberson Street and dedication of additional sidewalk right-
9. TAB	of-way along Sweet Bay Place (i.e under Items for Discussion); That the Board of Aldermen request additional bicycle parking right up
	next to the building;

10. AC	Via the Committee as a Whole, the Appearance Commission Advisory
	Board moved to delay its formal recommendation until review of the
	scale model from the architect, so that the scope and mass of the
	building (e.g roofline and curtain wall system) might be better
	understood;
11. AC	However, if the Board of Aldermen votes to approve the project, we
	recommend the following two conditions: A reduction in roof pitch
	and height if possible to still allow for equipment in the attic space;
12. AC	Consideration of additional landscaping along Sweet Bay Place, south
12. 110	of the entrance point for the development;
13. EAB	That in light of concerns raised by a resident regarding past activities in
	the vicinity of the site, it is recommended that the developer have a
	qualified professional on site to monitor excavation for any indicators
	of potential contaminants and to ensure proper disposal;
14. DDC	That the developer and contractor should develop a plan that limits the
	number of trips to and from the site due to congested traffic in the area
	coming from the surrounding neighborhoods and the local businesses;
15. DDC	That the developer should be requested to dedicate additional right-of-
13. 220	
	way on Roberson Street in front of his project to accommodate on- street parking;
Additional Items for	succi parking,
Discussion with Property	
Owners Discussed on	
October 22, 2002, But For	
Which Additional	
Information Was Not	
· 中国中国企业企业企业企业企业企业企业企业企业企业企业企业企业企业企业企业企业企业	
Requested:	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1. Stall and PB	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-
• Committee of the second of t	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
en e	sidewalks in the downtown area. If the property owners are willing to
	do this, then staff recommends that the dedication of sidewalk right-of-
2 Stoff and DD	way and the brick borders be shown on the construction plans;
2. Staff and PB	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;



PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

RECOMMENDATION

OCTOBER 17, 2002

CONDITIONAL USE PERMIT: OLD FARMERS' MARKET OFFICE BUILDING

MOTION WAS MADE BY SUSAN POULTON AND SECONDED BY JAMES CARNAHAN THAT THE PLANNING BOARD RECOMMENDS THAT THE BOARD OF ALDERMEN APPROVE THE CONDITIONAL USE PERMIT TO ALLOW THE OLD FARMERS' MARKET OFFICE BUILDING ON PROPERTY LISTED AS 7.99.D.19B, SUBJECT TO THE FOLLOWING:

- 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; AND
- 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-I OF THE CUP PLANS; AND
- 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 THE HEIGHT OF ALL ONSITE LIGHTS BE REDUCED TO NO MORE THAN THAT PROVIDED IN SECTION 15-243 (c), AND
- 5. THE ADDITIONAL STAFF RECOMMENDATIONS NUMBERED 1 AND 2 RELATED TO DEDICATION OF ADDITIONAL SIDEWALK RIGHT-OF-WAY ALONG ROBERSON STREET AND THE DEDICATION OF ADDITIONAL SIDEWALK RIGHT-OF-WAY ALONG SWEET BAY PLACE.

VOTE: AYES (6) (Babiss, Carnahan, Ludwig, Marshall, Poulton, West); NOES (0); ABSENT/EXCUSED (4) (Hammill, Haven-O'Donnell, Hogan, Searing)

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

October 17, 2002

SUBJECT: Conditional Use Permit for the Old Farmer's Market Building

Motion: The Transportation Advisory Board (TAB) recommends that the Board of Aldermen request additional bicycle parking right up next to the building.

Moved: Elizabeth Shay; Second: Ginny Wolpin; VOTE: Ayes (Andreas Hay, Dazzie Lane, Ellen Perry, Elizabeth Shay, Ginny Wolpin), Noes (None)

Town of Carrboro / Carrboro Appearance Commission / Carrboro, North Carolina 27510



THURSDAY, OCTOBER 17, 2002

OLD FARMER'S MARKET OFFICE BUILDING CONDITIONAL USE PERMIT

Via the Committee as a Whole, the Appearance Commission Advisory Board moved to delay its formal recommendation until review of the scale model from the architect, so that the scope and mass of the building (e.g.- roofline and curtain wall system) might be better understood.

However, if the Board of Aldermen votes to approve the project, we recommend the following two conditions:

- 1) A reduction in roof pitch and height if possible to still allow for equipment in the attic space; and
- 2) Consideration of additional landscaping along Sweet Bay Place, south of the entrance point for the development.

VOTING:

AYES: 3 (Wendy Wenck, Richard Taylor, and Tom Wiltberger)

NOES: 0

Mato (Luc (fin Choir)
Appearance Commission Chair

10-18-2

TOWN OF CARRBORO ENVIRONMENTAL ADVISORY BOARD





Meeting on October 17, 2002 at the Carrboro Town Hall Carrboro, North Carolina

RECOMMENDATION

Old Farmers Market Office Building - CUP Major Modification

Motion was made by Rickie White, and seconded by Merrilie Brown, that the Environmental Advisory Board recommends that the Board of Aldermen approve the request for the Major Modification to the Conditional Use Permit to allow the development of the Old Farmers Market Office Building project as proposed, to be located at 300 Roberson Street, subject to the following conditions:

- 1. Adherence to conditions recommended in the staff report.
- 2. In light of concerns raised by a resident regarding past activities in the vicinity of the site, it is recommended that the developer have a qualified professional on site to monitor excavation for any indicators of potential contaminants and to ensure proper disposal.

VOTE: AYES (3) (Brown, White, Gore); NOES (0); ABSENT/EXCUSED (3) (Burwell, Gallagher, Mathews).

Glynis M. Gore, Chair

(date)



NORTH CAROLINA

Memo

To: Mayor and Board of Alderman

From: Mariana Fiorentific and James Morgan, DDC Co-Chairs

CC: James R. Harris, Director of Community and Economic Development

Date: 10/14/02

Re: Comments on the Old Farmer's Market Office

The Downtown Development Commission met on October 11, 2002 and reviewed the plans for the Old Farmers' Market Office Building. The committee was very pleased to see the proposal as it contributes to the overall goal of the Board of Alderman to double the commercial tax base in the Town of Carrboro while at the same time adhering to the development regulations.

The committee however had two concerns when reviewing the plans.

The first concern has to do with construction traffic coming to and leaving the site. The developer and the contractor should develop a plan that limits the number of trips to and from the site due to the congested traffic in the area coming from the surrounding neighborhoods and the local businesses.

There is concern about the intersection of Sweet Bay and Roberson Streets. The plan calls for a stop sign on southbound Roberson in the sharp curve. The commission feels that there are traffic-calming treatments such as paving transitions at the corner, which would be more effective at this location. On street parking should also be considered from the intersection of Main and Roberson to the sharp curve. The on street parking could serve as part of the calming treatment. The towns' transportation planner should study this recommendation as he looks at the Downtown Parking Report. The developer should be requested to dedicate additional right of way on Roberson in front of his project to accommodate on street parking. It is felt that this would support the use of a portion of the building for retail.

In closing it is suggested that the transportation planner while reviewing the recommendations from the parking report and Dan Burdens recommendation for handling the downtown traffic, consider placing a roundabout at the intersection of Main and Greensboro Streets. This would facilitate traffic leaving the area of the development by means of Carr Street and the west end of Roberson rather than via the congested light at the intersection of Roberson and Main.



CONDITIONAL OR SPECIAL USE PERMIT WORKSHEET

		•		·
				
				•.
COMPLIANCE WITH THE	ORDINANCE	REQUIREM	ENTS	•
The application complies		•		Land Use
Ordinance				
The application is not in	compliance wit	h all annlicah	e requirem	ents of the
Land Use Ordinance for	•	~ ~	c requirem	
Tand Ose Oldinance for	me tonowing to	tasous.		•

- If the application is granted, the permit shall be issued subject to the following conditions:
- 1. The applicant shall complete the development strictly in accordance with the plans submitted to and approved by this Board, a copy of which is filed in the Carrboro Town Hall. Any deviations from or changes in these plans must be submitted to the Development Review Administrator in writing and specific written approval obtained as provided in Section 15-64 of the Land Use Ordinance.
- 2. If any of the conditions affixed hereto or any part thereof shall be held invalid or void, then this permit shall be void and of no effect.

I	DENYING THE APPLICATION
	The application is denied because it is incomplete for the reasons set
٢	forth above in Section 1. The application is denied because it fails to comply with the Ordinar
_	requirements set forth above in Section II.
	The application is denied because, if completed as proposed, the dev more probably than not:
1	. Will materially endanger the public health or safety for the following reasons:
_	
. —	
2.	Will substantially injure the value of adjoining or abutting property for
	Will substantially injure the value of adjoining or abutting property for following reasons:
	following reasons:
- 2. - - - 3.	following reasons:
	Will not be in harmony with the area in which it is to be located for the
	Will not be in harmony with the area in which it is to be located for the
3.	Will not be in harmony with the area in which it is to be located for the