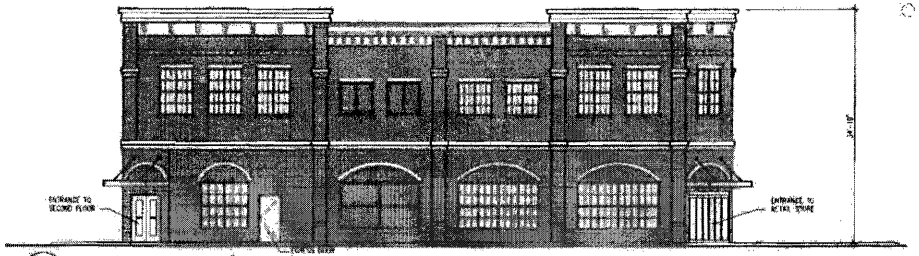
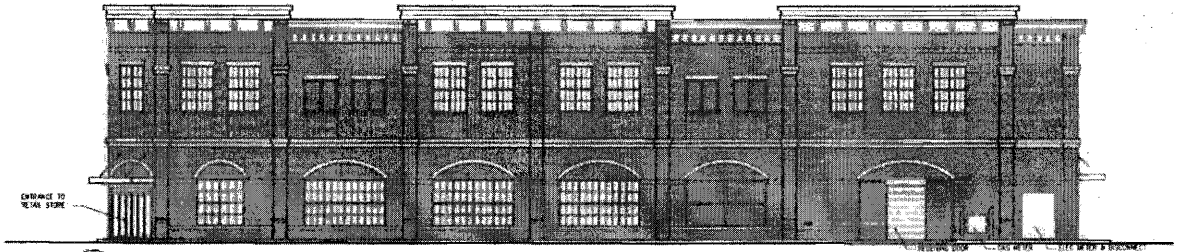
Attachment A



1 A-4.1 FRONT ELEVATION (NORTH)
SCALE: 1/8" = 1'-0"



2 A-4.1 RIGHT SIDE ELEVATION (WEST)
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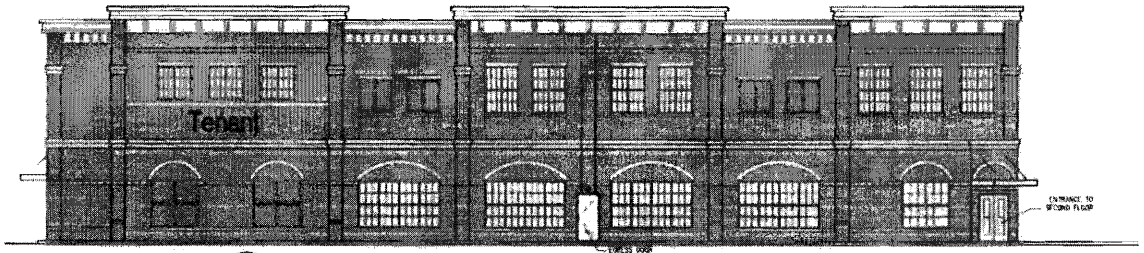
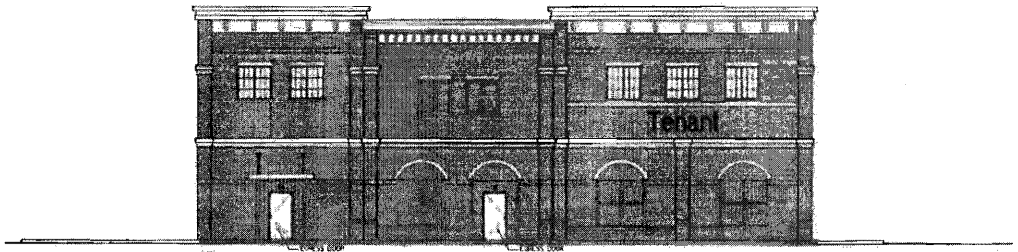


3 A-4.1 GREENSBORO STREET ELEVATION (EAST)
SCALE: 1/8" = 1'-0"



4 A-4.1 W. WEAVER STREET ELEVATION (SOUTH)
SCALE: 1/8" = 1'-0"

LITTLE
www.littlearchitecture.com

CONSULTANT:

SEAL:

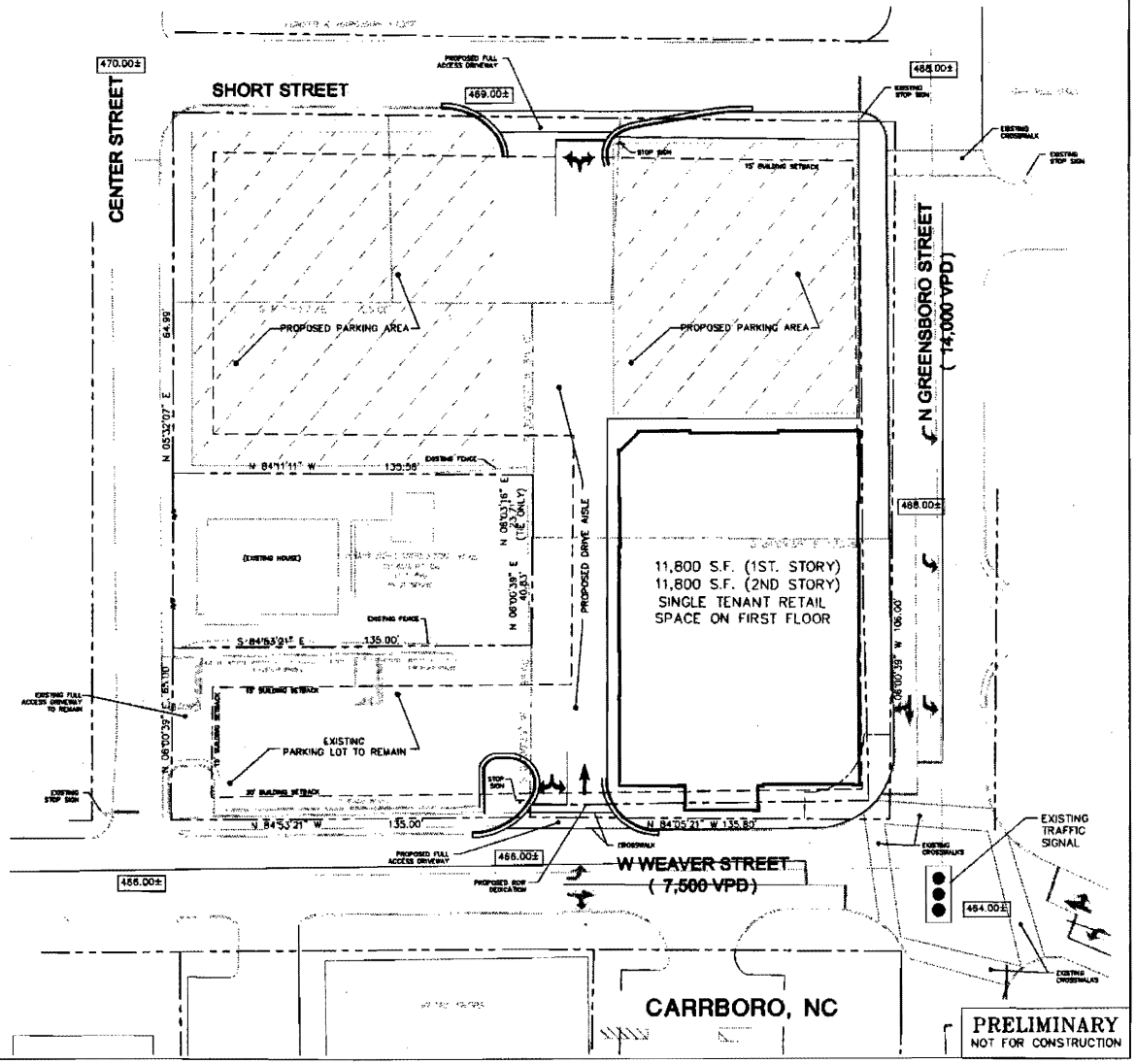
STORE NUMBER: 3833
WEAVER STREET & GREENSBORO STREET
CARBORO, NC

DEVELOPER:
REDBLANDS, INC.
1254 OLD HILLSBORO RD
FRANKLIN, TN 37069
TEL: (615) 591-[illegible]
FAX: (615) 352-9790

REVISIONS:

DRAWN BY:
DATE: OCTOBER 25, 2010
JOB NUMBER:
TITLE:
EXTERIOR ELEVATIONS
SHEET NUMBER:
A-4.1
COMMENTS:
NOT RELEASED FOR CONSTRUCTION

Attachment A-2



Kimley-Horn and Associates, Inc.
333 FAYETTEVILLE STREET, SUITE 600
RALEIGH, NORTH CAROLINA 27601

CONSULTANT:
KIMLEY-HORN AND ASSOC.
3001 WESTON PARKWAY
CARY, NC 27513-2301
TEL (919) 677-2000
FAX (919) 677-2050
NC CERT. OF AUTH: F-0102

SEAL:

WEAVER STREET &
GREENSBORO STREET
CARRBORO, NC

OWNER/DEVELOPER:
REDDLANDS, INC.
1254 OLD HILLSBORO RD.
FRANKLIN, TN 37069
PH (615) 591-5525
FAX (615) 352-9790

REVISIONS:

LAYOUT COORD:	COB
PLANNING MGR.	COB
DRAWING BY:	DAW
DATE:	10-28-10
JOB NUMBER:	012426042

TITLE:
CARRBORO, NC

SHEET NUMBER:
PSP

COMMENTS:
NOT FOR CONSTRUCTION

Attachment B-1

Downtown Vicinity

Legend

- Planning Jurisdiction Boundary
- Carrboro City Limits
- Properties

RasterGDB.DBO.CHCColor08

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

N
W E
S

THIS MAP IS NOT A CERTIFIED SURVEY NO RELIANCE MAY BE PLACED IN ITS ACCURACY

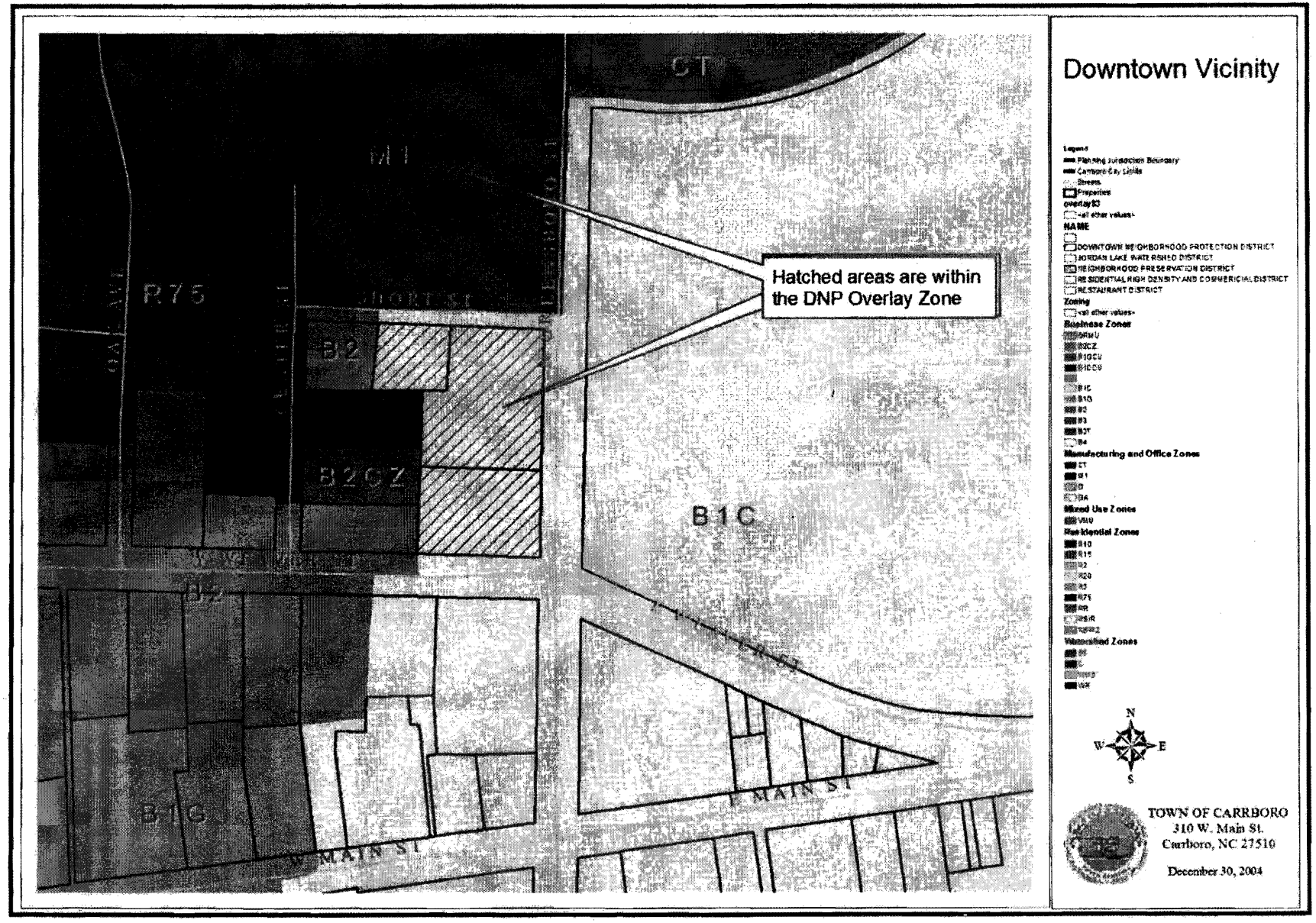
The Town of Carrboro assumes no liability for damages caused by inaccuracies in this map or supporting data and makes no warranty, expressed or implied, as to the accuracy of the information presented. The fact of distribution does not consitute such a warranty.

TOWN OF CARRBORO
310 W. Main St.
Carrboro, NC 27510

December 30, 2004

0 70 140 280 420 560
Feet

Attachment B-3



Excerpts from Adopted Policy Documents for the Town of Carrboro

Vision 2020:

2.3 Attractiveness of the Developed Environment

2.31 The town should continue to encourage developers to apply adopted downtown design guidelines when planning and building new structures in the downtown area. Additionally, the town should continue to encourage developers to follow architectural guidelines for residential property. The town should periodically revisit the architectural guidelines to evaluate their effectiveness and their impact on other policy areas (See 2.52 and 6.0).

2.32 New development that blends single-family and multi-family units should be designed and landscaped to ensure compatibility.

2.4 Carrboro's Character

2.41 The town should support the evolution of a downtown district that embodies Carrboro's character. The downtown district should have medium-rise buildings appropriately sited with adequate public access, and it should provide shopping opportunities that meet our citizens' everyday needs. The downtown should remain a center for the community where people work, gather, shop, socialize and recreate. The Century Center should serve as a focal point for the downtown.

2.42 Development throughout Carrboro should be consistent with its distinctive town character. The town should adhere to policies that limit the widening of roads, encourage plantings

alongside roads, preserve historic areas, buildings and older neighborhoods, and retain unspoiled green spaces and other natural areas.

2.43 Carrboro should plan and encourage the growth of tree canopies over roads to mitigate the heat and smog effect caused by superheated pavement. Carrboro should strongly encourage the electric utilities to put their lines underground to allow for full canopy coverage.

3.3 New Commercial Growth

Opportunities for new commercial growth exist primarily in four areas: downtown, across from the Carrboro Plaza Shopping Center, within the commercial core of a village mixed-use development, and within new office/assembly conditional use developments. The latter two options are most obviously appropriate in the transition areas, but may be approved throughout the town's jurisdiction.

3.6 Economic Diversity

3.61 While our citizens may not be able to meet all of their consumer needs in Carrboro, it is important that the town encourage the widest possible diversity of locally operated businesses. The objective is a balanced portrait of convenience: a movie theater, overnight accomodations, home businesses, technology, retail, a variety or department store, restaurants and entertainment.

3.62 Carrboro is a town rich in economic diversity. The town should strive to continue this tradition by adopting ordinances and policies that recognize diverse employment types and pay scales.

3.63 The town should encourage the development of underutilized property in the downtown area.

4.5 New Development

4.51 The town should continue to require developers to install sidewalks and bicycle paths in new developments.

4.52 New developments should bear the costs of upgrading connector and arterial facilities in the areas adjacent to their properties to the extent appropriate, including upgrades to serve pedestrians and bicycles, given the added load to the infrastructure and anticipated use of facilities.

Downtown Visioning:

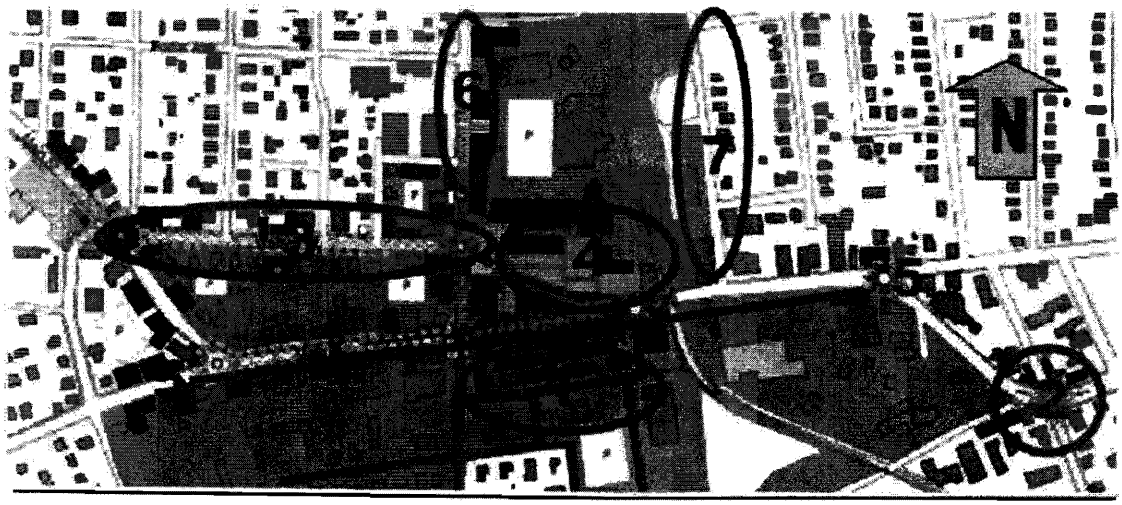
Vision Map

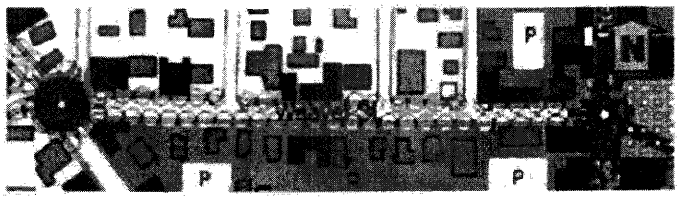
Project areas are shown on the map below. The work on Weaver Street will include drainage improvements.

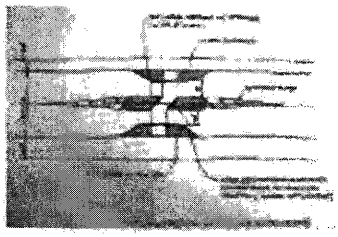
1. *Roberson Street*
2. *Eastern Gateway*
3. *West Weaver*
4. *East Weaver*
5. *Main Street*
6. *Greensboro Street*
7. *Lloyd Street*

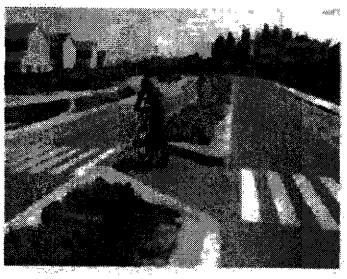
Projects

It would be ideal if the Town had adequate resources to construct the elements depicted on the Vision Map below. A more likely scenario is for the Town to begin implementation in conjunction with the normal process of governing and managing the Town, then proceed with capital improvements as funding sources are identified. Projects are presented in a preferred order, but the phasing may be contingent upon selective funding sources that become available, such as the storm reserve funds that will be spent on Weaver Street. Other factors, such as negotiations with developers, grant funding opportunities, or needed street maintenance will also influence phasing decisions.





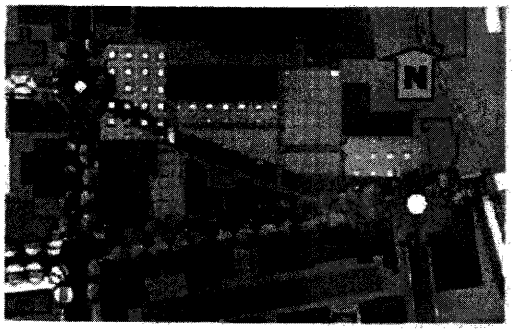




The sketch and photo above show how a mid-block crossing can be angled to encourage the bicyclist or walker to face in the direction of on-coming traffic before proceeding across the other lane. The sketch shows a street with parking, whose lanes are narrowed to ten feet at the crossing point. If bike lanes are marked on the street, they should continue through the crossing area.

West Weaver Street

Linking Weaver Street between the Town Commons and the Carr Mill Mall will begin to tie the downtown district together. Sidewalks eight feet or wider, planter strips, pedestrian scale lighting, and street amenities such as benches and trash cans should be provided on both sides of the street. A street reconstruction should include bike lanes, one lane of traffic in each direction, a median with left turn pockets and curbside parking. Utilities should be buried if possible. The pooling of parking as recommended will eliminate some of the driveways, which will improve traffic flow. Frequent crossing opportunities should be provided to encourage people to park once and walk to multiple destinations. Crossings should have high visibility markings, stop bars at least 20 feet from the crossing, and refuge islands. If the street is not widened, short medians and tree wells should be considered as a traffic calming treatment and crossing point.The Greensboro Street and Weaver Street roundabout will strengthen the link between the Town Commons and the Carr Mill Mall area.

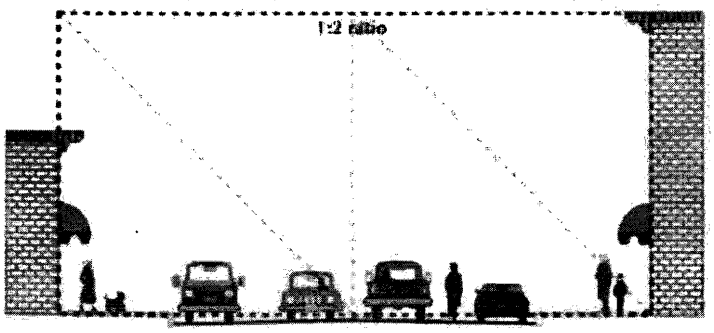


The drawing shows East Weaver Street from Greensboro to East Main Street. A woonerf, as described on page 18, is recommended between the two roundabouts.

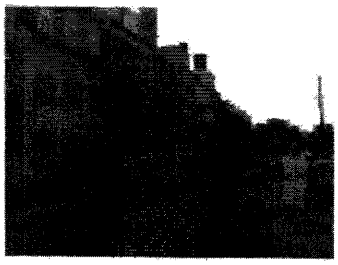
New Buildings

New buildings should be inspired by fundamental design principles of existing historic structures. Some of these principles are indicated in the photos and captions. In addition, their massing and general layout should be compatible with the character of the district. This does not mean that new buildings must slavishly copy old architectural details. Instead, this concept suggests that all buildings should strive for harmony and compatibility.

Building design principles in successful redevelopment projects are based on concepts of massing, scale, and composition that are common to all successful urban districts and neighborhoods. The width of the public space needed for a comfortable ratio should be established by the dimen-



The diagram at right illustrates a human-scale ratio between heights of buildings and the distance between facades. Most architects agree that this ratio should be between 1:1 and 1:3 in a community like Carrboro. This illustratioln is adapted from "Main Street: A Handbook for Oregon Communities" published by the Oregon Department of Transportation.



Multi-story buildings, with retail or office ground floor and office or living space above, create the density needed for a vibrant, self-sustaining downtown core.

sion between the facades of the buildings. Even though increased density is desirable, the consultant team recommends maintaining a ratio of 1:1 to 1:3 between the height of the buildings and the width of the public space. Public space in this case is defined as the distance between the facades of facing buildings. In other words, the height of buildings should be proportionate to the distance across the street.

In redevelopment projects, it is recommended that new buildings be designed to harmonize with neighboring structures in terms of the building types. The following guidelines and illustrations suggest an appropriate concept for downtown Carrboro based on the input of the charrette participants:

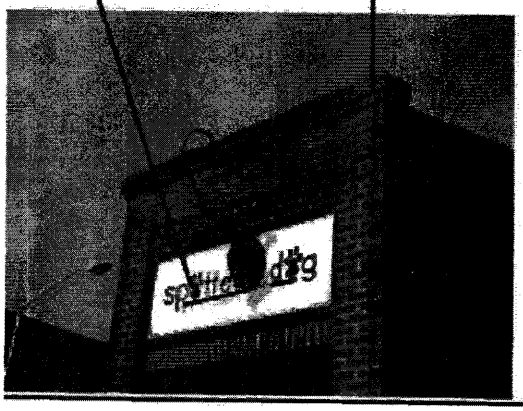
1. Encourage building heights compatible with adjacent and nearby structures
2. Require prominent molding between first and second story in commercial and mixed-use buildings
3. Require cornices or ornamental parapet at the top of a building
4. Require vertical articulation of facade
5. Require glass surfaces between 40% and 80% of total facade, with 60% minimum at ground floor
6. Require a building entrance from street every 60 feet or less
7. Encourage architectural features which are compatible with the general aesthetic character of the historic Main Street area and with the design of adjacent buildings, such as use of brick for commercial buildings; use of porches in residential areas, etc.

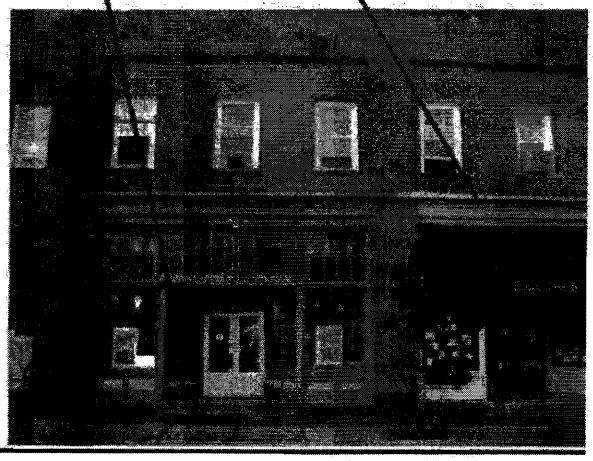
Provide well-defined location for signs. This location should be uniform among all buildings, and should be incorporated as an architectural feature.

Require molding at top of first floor. This line will give cohesion to a mixed-use building by separating commercial use from office or residential. This is important, as commercial retail uses change signs and displays often.

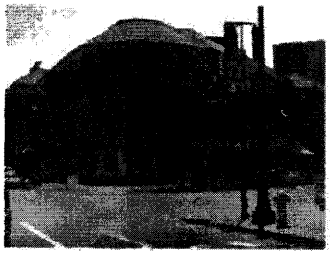
Articulate building--simple molding or cornice

Articulate base of building

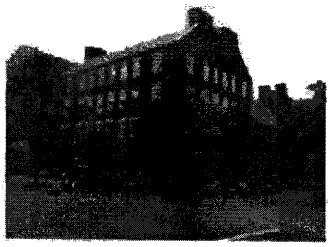




Site Planning Concepts



Each building has an opportunity to contribute to a quality place. These photos show multi-story mixed-use buildings in other communities that may suggest possible options for Carrboro development. Store fronts are at ground level to welcome shoppers. Upper floors can be devoted to office and professional space, or for residential purposes.



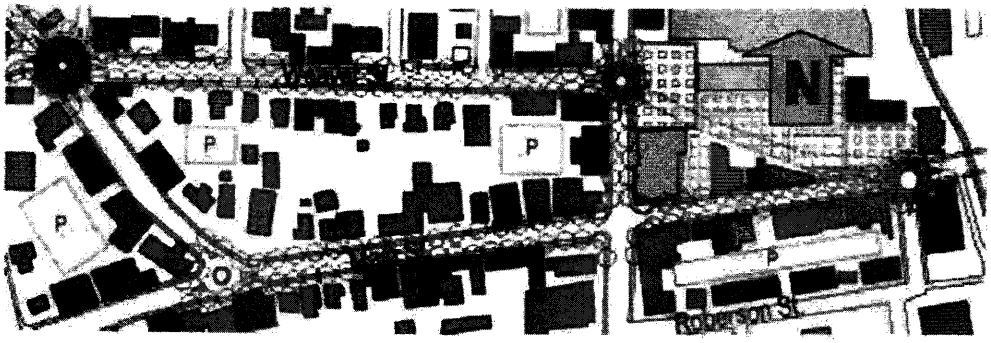
High quality urban buildings follow very specific site design principles. Without proper siting, even the most ornate and well conceived structure would not contribute to the overall quality of life of a street, a block, or a district. Too often, simple decisions about the location of entrances or parking can make the difference between a lively street and an unpleasant road. The following principles should be used as a guide to design and evaluate proposed site plans:

1. Locate front of building adjacent to sidewalk
2. Place parking behind building and access through back alley
3. Locate services on alley or back parking lot. This includes trash containers, transformers, power lines, and the like

Mixed-use

Mixed-use buildings combine a number of uses including retail, office, residential, and even parking. Encouraging affordable housing as a component of mixed-use in-fill building brings a number of benefits. Allowing more people to live downtown will increase the amount of shopping done there. Allowing employees and business owners to live downtown eliminates the need for commuting, thereby easing traffic and parking needs. Finally, mixed-use housing allows people to occupy the downtown twenty-four hours a day—not just during business hours. Safety is enhanced because of more "eyes" on the street and opportunities for social interaction are multiplied. Therefore, in-fill development represents a great opportunity to develop the cohesiveness and critical mass, which will bring prosperity to downtown Carrboro.

The public identified many possibilities for development to meet deficiencies in commercial, cultural, and living space. Precise building location and use will be determined as development opportunities arise. Emphasis was placed on small to medium structures west of the railroad tracks.



The buildings in black show how new buildings can complete the fabric of downtown Carrboro

Downtown Traffic Circulation Study:

Greensboro Street Corridor Improvements — Traffic calming and pedestrian crossing improvements along Greensboro Street between Carr and Shelton Streets may be combined with turn lane improvements along South Greensboro Street. This will help encourage the use and redevelopment of Roberson Street. Southbound traffic on Greensboro should be given an exclusive left-turn lane at Roberson Street. Existing pull-in parking for the Trading Post furniture store and the former Scotts Rental building should be curbed and replaced with off-site parking in the nearby Municipal Parking Lot or new on-street parking provided along Greensboro and Roberson Streets. South of Roberson, Greensboro Street should be narrowed to provide one 11-foot wide traffic lane in each direction. Excess pavement should be removed and replaced with a combination of business-friendly on-street parking and pockets of landscaping for visual enhancement as a district gateway. The intersection of Greensboro and Carr Streets should be repaved using color asphalt or streetprint in the entire intersection, as a gateway treatment. Trees and bushes should be trimmed. At Main Street, the Town should several parking spaces in the municipal parking lot for use by Cliff's Market so that the existing gravel lot at the corner can be landscaped and enhanced as public space. North of Weaver Street, the Town should work with NCDOT to initiate a restriping plan that would make the following changes:

- Relocate truck delivery and staging from off-street between Weaver Street Market and Carr Mill Mall to on-street along a 140-foot long stretch of the east side of Greensboro Street, closing the existing driveway and ceasing the current operation of trucks that back down Greensboro Street into the driveway. Widening of Greensboro Street will be necessary to achieve this traffic improvement.
- Install marked crosswalks crossing Greensboro Street north and south of Short Street, south of Poplar Street, and on the south side of Parker Street. Crosswalks at Short and Poplar should be high-visibility type longitudinal markings. The crosswalk at Short Street (north side) should be enhanced with a median refuge island for pedestrian safety and traffic calming effect. This would preclude left-turn movements into the Harris Teeter lot which should occur at the northerly Harris Teeter driveway.
- Install specialty paving through the intersection of Greensboro and Shelton Streets as a district gateway treatment.
- Eliminate the second southbound lane between Shelton Street and Short Street in order to calm traffic and enhance pedestrian safety at crosswalks. A left-turn lane should be maintained at one of the Harris Teeter driveways (preferably the northernmost).

- Redesign the Fitch Lumber entrance to align with the future street along the abandoned rail right-of-way, eventually connecting with Lloyd Street.
- Construct a sidewalk on the west side of Greensboro Street from the bus stop that is just north of Shelton Street to the dentist office that is just north of Weaver Street, a distance of about 1,000 feet. Easements would be needed from Fitch Lumber and six residential properties. Existing street trees could be used as the verge, with construction of the sidewalk built between the street trees and existing buildings.
- Turn stormwater grates to the bicycle-friendly position and resurface as needed to remove ruts and rough edges between the grates and surrounding concrete.

Capital Improvements Plan:

Weaver Street Reconstruction

Project Description

The Weaver Street Reconstruction project includes the removal and reconstruction of the existing road, removal and replacement of curb and gutter, the installation of additional storm inlets and piping to improve storm drainage in the block of W. Main to N. Greensboro, and the replacement of an existing 12 inch water main in both blocks. The cost for the water main replacement will be paid for by OWASA.

Define Problem

It was determined in 1997 that due to the poor condition of the existing sub-grade and base that the removal and replacement of all the pavement, base materials, sub-grade materials and curb & gutter would be necessary. Sungate and Town staff were working on finalizing design plans in Summer of 2000 when the project was put on hold knowing that a Downtown Vision Report was anticipated. It was decided at the time it would be prudent to delay work so that any recommendations for design consideration that might come from the report could be considered as part of the construction project. This way Weaver Street could include suggested items such as decorative street lights, benches, and wider sidewalks, etc. As of April 2003, no decisions had been made from the Downtown Vision Report on what suggestions should be included in the project. A Downtown Transportation Circulation Study was being discussed in early 2003. Subsequently, the project was put on hold again pending the outcome of the study. A resolution was adopt in April of 2003 that recommended the reexamination of the Weaver Street reconstruction project when the Downtown Transportation Circulation Study was completed. The Downtown Traffic Circulation Study, as prepared by Kimley-Horn and Associates, was presented to the BOA in June of 2005. Kimley-Horn recommended several street projects as a result of the study including the repaving and restriping of Weaver Street. In essence, the recommendation suggests repaving of Weaver Street (maintain existing cross section) and re-striping to narrow the travel lanes to ten feet creating a four-foot wide bicycle lane between the travel lanes and the gutter pan. Other suggestions include the installation of three new mid-block crossings, upgrade signage, bike detectors at intersections to trigger changes in traffic signals, ADA compliant wheelchair ramps, hedge-screens between the public right-of-way and private parking lots. The basic repaving of Weaver Street was first programmed in the CIP beginning with the FY 2006/07 plan. Design for the project was scheduled for 2007/08 and construction slated for 2008/09. The cost estimate for the basic road improvements was adjusted up considerably while preparing the CIP in fall of 2005 and again in fall of 2006. Items such as sidewalk improvements, decorative lighting, architectural amenities (e.g. benches, trash receptacles), landscaping, raised crosswalks, and bike detectors have not been added to the project cost at this time. This project was discussed with the Board of Aldermen in November of 2007 as part of the annual CIP presentation. At the end of the presentation the Board adopted a resolution for the CIP that included the

building of the least expensive option for Weaver Street which is basically reconstruction of the street only as outlined in the Project Description above. Design and geotechnical engineering is scheduled for FY09/10. Continued geo-technical engineering, inspection engineering and construction are slated to begin in FY10/11. Preliminary engineering has already been completed and the Public Works Department is actively working with the consultant (Sungate Design) on the final design. The construction cost estimate has been increased to reflect the recent significant price increases in asphalt.

Project Alternatives
None.

Recommended Solutions
The current condition of Weaver Street continues to worsen and the project cannot be postponed indefinitely. The longer reconstruction is delayed, the more expensive temporary repairs will be.

Operating Impact
These two blocks of Weaver Street are in poor condition and in the last several years have required annual maintenance in terms of asphalt patching. Reconstruction of the roadway will reduce this routine maintenance requirement.

PROJECT COST ESTIMATES

Expenditures	ACTUAL 6/30/09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng	$20,411	$42,089	$145,900	$41,700					$250,100
Land/ROW									$ -
Construction		$0	$982,300	$568,600					$1,550,900
Equip/Furnishing									$ -
Other									$ -
Contingencies									$ -
TOTAL	$20,411	$42,089	$1,128,200	$610,300	$ -	$ -	$ -	$ -	$1,801,000

FUNDING SOURCES

Revenue Source		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing									$ -
GO Bond									$ -
Capital Reserves	$20,411	$42,089	$1,128,200	$374,300					$1,565,000
Intergovernmental Revenues				$236,000					$236,000
General Fund Operating Revenues									$ -
Miscellaneous - *Payment in Lieu*									$ -
Total Funding	$20,411	$42,089	$1,128,200	$610,300	$ -	$ -	$ -	$ -	$1,801,000

OPERATING BUDGET EFFECTS

Elements		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs									$ -
Operating and Maintenance									$ -
Capital Outlays									$ -
Total Operating Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
*Minus New Revenues**									$ -
Net Operating Effect	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
New Personnel (FTE)									0.0