

STAFF REPORT

TO: Board of Aldermen

DATE: May 22nd, 2012

PROJECT: PTA Thrift Shop, Redevelopment CUP

APPLICANT: Coulter, Jewell and Thames, P.A.
Weinstein, Friedlein Architects

OWNER: PTA Thrift Shop, Inc.
115 West Main Street.
Carrboro, NC 27510

PURPOSE: Requesting a Conditional Use Permit for the PTA Thrift Shop redevelopment expanding the permitted uses and replacing the existing building with a new 21, 247 sf building and adding a second 5, 364 sf building. .

EXISTING ZONING: B-1-G & Downtown Neighborhood Protection (DNP) overlay district (Section 15-143.4).

PIN NUMBERS: 9778-75-7818, 9778-75-6819,
9778-75-8933 & 9778-75-7982

LOCATION: 101 & 103 Jones Ferry Rd. and 113 & 115 West Main St.

TRACT SIZE: 61,328 sf (1.41 ac) combined

EXISTING LAND USE: Thrift Shop (retail), office

PROPOSED LAND USES: Uses: 2.220, 3.120, 8.200

SURROUNDING LAND USES: North: B-1-G, Jones Ferry Rd./Main St. R/W; (Chapel Hill Tire, Peck Artisans, Auto Logic).
South: R-7.5; Multi-family Residential.
East: B-1-G; Vacant single family home.
West: R-7.5; Twin Magnolias townhomes.

ZONING HISTORY: B-1-G since February 1986

RELEVANT ORDINANCE SECTIONS: Section 15-54- Special Use Permits and Conditional Use Permits.

Background

Coulter, Jewell and Thames, P.A, consultant for PTA Thrift, Inc. is requesting a Conditional Use Permit for the property located at 101 & 103 Jones Ferry Rd. and 113 & 115 West Main St. (further identified by Orange County PINs 9778-75-7818, 9778-75-6819, 9778-75-8933 & 9778-75-7982). The existing building has a floor area of 8,877 sf and the Conditional Use Permit, if granted, will authorize replacement of this with two new buildings and multiple new permissible uses for the property for a new total square footage of 26,611 sf.

The four assembled properties contain 1.41 acres and include a small portion of stream buffer that will be unaffected by the proposed development.

The properties are located in the B-1-G Zoning District which is defined as follows:

B-1(g) General Business. This district is designed to accommodate a broad range of business uses. This district, because of its close proximity to established residential single family neighborhoods, is limited in the types of night uses permitted. Uses may be restricted in the hours of operation where the permit issuing authority finds that such restrictions are necessary to prevent unreasonable disruptions to the peace and quiet of a nearby residential area. **(AMENDED 12/08/92; 06/09/98; 06/20/06)**

Again, as the definition states, hours of operation may be restricted in this district due to its “close proximity to established residential single family neighborhoods”. Also, note that the B-1-G district has no building setbacks other than those required adjacent to residentially zoned properties and to the public street centerline. Because of the R-7.5 zoning districts found on the western and southern property lines a ten foot setback is required. The plans show this ten foot setback against the western boundary but erroneously show a 20 foot setback along the south. For this reason the following condition is recommended.

- That prior to construction plan approval the southern property line setbacks adjacent to the R-7.5 zoning districts are shown as 10 feet instead of 20 feet.

Furthermore, the site is located in the *Downtown Neighborhood Protection* (DNP) overlay district (15-185.1). The purpose of this district is to establish special height, setback, and design requirements applicable to lots in certain commercially zoned downtown areas where such lots abut or are directly across the street from residentially zoned properties.

In light of this, the DNP requires a 50' buffer area adjacent to those properties with residential zoning. Within the buffer area building size and height is regulated. Due to the layout of the site, this buffer only impacts the western portion of *Building A* where it does not exceed the maximum horizontal run of 80 feet and, at the street level, does not exceed the 42 foot height maximum.

Uses sought

The primary uses proposed for the project buildings are retail sales, office and restaurant. If additional uses are proposed in the future a permit modification will be needed.

Traffic, Parking and Sidewalk

Traffic:

The property is presently being directly served by one driveway cut (entry/exit) at the intersection of Jones Ferry Road and W. Main Street. The applicant has not conducted a full traffic study for the new uses, but has submitted a transportation impact statement (Attachment D). The basic geometry of the proposed driveway layout is not much changed from the current situations however the driveway stem has been lengthened to the NCDOT minimum of 40' which allows for some vehicle stacking. This is accomplished not by extending curb and gutter but rather making striped 'no-parking' areas which function also as handicapped accessible aisles. The plans have been found to be satisfactory by the Town's Transportation Planner and the NCDOT district engineer.

Parking:

The existing facility has in total 55 parking spaces. The redeveloped site, with the two buildings, the additional square footage and the potential new uses proposes *71 spaces (68 standard, plus 3 HC accessible)*. Additionally, one motorcycle space and racks that can accommodate up to ten bicycles are shown. Six of the bike racks are covered.

Per section 15-291 and based on the parking ratio for downtown retail and office uses (2.220 & 3.120) and restaurant use with outdoor service (8.200), the presumptive parking requirement for the project is *90 spaces*.

The applicant is therefore seeking a reduction in the parking requirement as described in the attached parking justification letter (Attachment E). This letter argues that the commercial activities at the site will be well supported by pedestrians and bicyclists due to its central location and its proximity to a bus line, sidewalks and a public bike path. It also argues that the proximity to public parking and the potential for joint use of the project's spaces. Joint use of the spaces assumes that some of the activities will occur at different hours thereby freeing up parking spaces. Of note, staff and the applicant are discussing possible further refinement of the proposed uses and associated parking numbers. A revised parking justification statement may possibly be submitted during the meeting.

Flexibility in administration of the parking provisions is authorized per Section 15-292 of the LUO; if the board finds the applicant's justification acceptable, 15-292 requires that the following condition be place on the permit.

- That the Board of Aldermen hereby finds that 71 parking spaces are sufficient to serve the proposed development based on the applicant's justification statement regarding joint use of the proposed parking spaces and, the site's proximity to

public parking, residential and commercial areas, bus lines, bicycle lanes and existing sidewalks.

Sidewalks:

Section 15-221(f) of the LUO requires a 10 foot sidewalk be provided for new projects in the B-1-G zoning district. This requirement is applicable to the property frontage along Jones Ferry Road and West Main Street. The existing sidewalk is 4 feet in width. The applicant is proposing to revise this with a new sidewalk that varies from 7 to 9 feet in width. The applicant has supplied written justification as why the design of this area does not support a ten foot sidewalk (Attachment F). If the Board finds this justification acceptable, Section 15-126(c-2) grants the Board permission to allow the non-conformity of the proposed sidewalk provided the following condition is placed on the permit:

- That, for the street right-of-way frontage, the 10 foot sidewalk width requirement of section 15-221(f) be waived based on the reasons stated in the applicant's sidewalk justification letter provided at the public hearing.

Conclusion:

The proposed CUP complies with all provisions of the LUO related to traffic and parking subject to the Board granting a deviation in the presumptive parking requirements than the Board accepting the applicant's sidewalk non-conformity justification.

Tree Protection, Screening and Shading

Tree Protection

Large trees as defined by the LUO have a diameter of 18 inches or greater and are to be retained whenever possible (Section 15-316). Since the existing site is mainly paved and the redevelopment requires additional paving, removal of 18 existing trees is required. All but one of the trees to be removed is *less* than 18" in diameter. Tree protection fencing has been provided for the 11 existing trees that will be retained and detailed notes are provided on the plans to prevent contractors from inadvertently causing damage. As required, the applicant has provided the attached tree removal justification letter (Attachment G).

Landscape Plan , Shading and Screening

The Landscape Plan includes 13 canopy trees, 12 understory and evergreen trees, and 31 shrubs. This plan satisfies the Town policy requiring that at least 1/3rd of all trees be evergreen. These plantings are used variously for screening and shading of the site and parking areas. The tree species proposed are predominately native and none are included on the List of Invasive Plant Species (Appendix E-17).

The presumptive screening requirements of Section 15-308 of the LUO requires a *Type A Opaque* screen to the south and west (satisfied by proposed and existing vegetation and fencing), a *Type C Broken* screen to the north (satisfied by proposed vegetation) and no screen to the east. See sheet SD-7.0 of the plans for additional information.

Section 15-317 of the LUO requires that 20% of all vehicle accommodation areas be shaded with trees. The applicant has analyzed the existing and proposed plantings per the worksheet on Appendix E-3 and finds them sufficient to satisfy this section of the ordinance.

Conclusions:

The proposed CUP complies with all provisions of the LUO related to tree protection, landscaping, shading and screening subject to the Board accepting the applicant's tree removal justification letter.

Drainage/Impervious Surface, Grading, and Erosion Control

Drainage/Impervious Surface:

Article XVI of the LUO establishes stormwater management criteria that must be met for any project requiring a CUP. In particular the applicant must meet stormwater runoff standards with respect to water quality and quantity and must demonstrate that the project will not cause upstream or downstream damages to other properties. To address these requirements, the applicant has conducted a preliminary drainage study. However, as commercial developments are not required to submit complete stormwater calculations until Construction Plan Review, the drainage plans as presented could conceivably change. If during Construction Plan Review it is found that these plans require substantial change, the project may be sent back to the Board for permit modification.

Since the redevelopment will increase the impervious surface of the site substantially (from 64% to 82%) it is required to satisfy the water quality and quantity provisions of the ordinance. To this end they propose capturing stormwater runoff from the site (and buildings) through a series of inlets and pipes and treating and storing this water in two separate sand filter vaults. These plans have been reviewed and approved by the Town Engineer.

In addition, relative to the Town satisfying state requirements pertaining to the National Pollutant Discharge Elimination System (NPDES) Phase II permit, the following conditions are required on the permit:

- That the applicant shall provide to the Zoning Division, prior to the recordation of the final plat for the project or before the release of a bond if some features are not yet in place at the time of the recording of the final plat, Mylar and digital as-builts for the stormwater features of the project. Digital as-builts shall be in DXF format and shall include a base map of the whole project and all separate plan sheets. As-built DXF files shall include all layers or tables containing storm drainage features. Storm drainage features will be clearly delineated in a data table. The data will be tied to horizontal controls.

Erosion Control:

Silt Fence and inlet protection will be installed throughout the site where needed. Because the disturbance to the site is less than 20,000 sf, an Orange County Erosion Control permit is not required.

Conclusions:

The proposed CUP complies with all provisions of the LUO related to drainage and erosion control.

Utilities

OWASA:

The proposed building will be served by OWASA water and sewer. The plans have been reviewed by OWASA and appropriate notes regarding backflow preventers and grease traps have been added to the plans. Existing water and sewer services will be demolished and their tie-in repaired accordingly.

Electric Services:

The existing overhead electrical services will be removed and re-routed underground.

Exterior Lighting:

Six fully shielded shoebox-type fixtures are proposed for the plan. These contain 150 watt high pressure sodium bulbs and are mounted on 15 foot light poles. A lighting plan has been submitted and demonstrates that the provisions pertain to outdoor lighting contained within Article XV of the LUO have been satisfied. Illumination along the property lines adjacent to residential uses does not exceed .2 footcandles and the 40,425 lumens per acre proposed is well below the 70,000 lumens per acre maximum specified by the LUO.

Refuse:

Both buildings will be served by a single recycling and dumpster facilities located behind building A. One of the dumpsters is dedicated to cardboard recycling. Demolition and construction of the project will require compliance with Orange County ordinance as enforced by Orange County Solid Waste. The plans have been reviewed and approved by both the Town and Orange County's Solid Waste departments.

Fire Safety

Building A will have an automatic fire sprinkler system complete with a fire department connection (feed) located at the front of the building. *Building B* will not be sprinkled. One existing fire hydrant in close proximity to the buildings exists and will remain. The plans have been reviewed and approved by the Town's Fire Department. Additional review will occur when construction and architectural plans are submitted.

Conclusions:

The proposed CUP complies with all provisions of the LUO related to utilities and exterior lighting subject to the proposed conditions.

Architectural Standards for Downtown Development (Section 15-178)

The plans have been reviewed for compliance with the Architectural Standards for Downtown Development from Section 15-178 of the LUO and are found to be substantially in compliance. The applicant addresses each of the standards in the attached document (Attachment H). Note that that one area they are not in compliance is in regards to the percentage of glazing of the elevation facing the street. While the ordinance requires 60% at ground level the applicant is providing 47%. Because of this the applicant was required to present the plans to the Appearance Commission to justify the deviation. The Appearance commission found the applicant's justification acceptable and vote to recommend the plans as prepared (Attachment I). Ultimately the decision to grant flexibility lies with the Board of Aldermen. The Board will need to make a finding in this matter during the hearing.

Miscellaneous

A Neighborhood Information Meeting was held on April 28th, 2011.

The applicant was requested to provide a narrative as to how this project accomplishes the goals and addresses the guidelines of the following Town planning documents: *Town of Carrboro Downtown Business District Guidelines for Design*, the *Vision 2020* document and, *New Vision: the Downtown Carrboro Visioning document*. In response, the applicant provided the attached narrative (Attachment J)

The applicant was requested to address the performance standards and best practices in the Town's Sustainability Checklist. Their responses are attached (Attachment K).

A storage trailer on wheels and a container storage structure are located behind the building. Section 15-159 prohibits *Mobile Home Type Structures* In Business Districts stating that "no building that (i) is composed of one or more components, each of which was substantially assembled in a manufacturing plant and designed to be transported on its own chassis, and (ii) is not constructed in accordance with the standards set forth in the North Carolina State Building Code, may be located in any of the commercial districts established in Section 15-136." The applicant does not believe this section is applicable to the proposed trailers. Furthermore, the site redesign has made the visibility of the trailers less than it is currently due to the shift in their elevations made necessary by the enlarged building. An exhibit regarding this will be made available for the public hearing.

Advisory Board Recommendations

The summary Advisory Board recommendations from the May 3rd, 2012 Joint Review are attached (Attachment L). Included here are also the individual Advisory Board recommendation sheets, with the exception of the Environmental Advisory Board and the Appearance Commission which had no further recommendations.

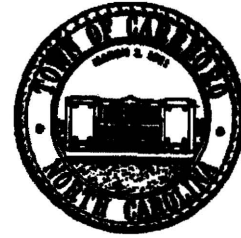
In addition, attached is the applicant's response to the Planning Board's *original* concept plan review comments for your general reference (Attachment L-9 & L-10).

Recommendations

Town staff requests that the Board hold the public hearing and consider all pertinent evidence presented. In absence of public, health, safety and/or welfare reason(s) to deny, staff recommends that the Board of Aldermen approve the PTA Thrift Shop Redevelopment Conditional Use Permit based on compliance with the Land Use Ordinance, subject to the following conditions:

1. That prior to construction plan approval the southern property line setbacks adjacent to the R-7.5 zoning districts are shown as 10 feet instead of 20 feet.
2. That the Board of Aldermen hereby finds that 71 parking spaces are sufficient to serve the proposed development based on the applicant's justification statement regarding joint use of the proposed parking spaces and, the site's proximity to public parking, residential and commercial areas, bus lines, bicycle lanes and existing sidewalks.
3. That, for the street right-of-way frontage, the 10 foot sidewalk width requirement of section 15-221(f) be waived based on the reasons stated in the applicant's sidewalk justification letter provided at the public hearing.
4. That the applicant shall provide to the Zoning Division, prior to the recordation of the final plat for the project or before the release of a bond if some features are not yet in place at the time of the recording of the final plat, Mylar and digital as-builts for the stormwater features of the project. Digital as-builts shall be in DXF format and shall include a base map of the whole project and all separate plan sheets. As-built DXF files shall include all layers or tables containing storm drainage features. Storm drainage features will be clearly delineated in a data table. The data will be tied to horizontal controls.

TOWN OF CARRBORO

DATE: 4.28.2011FEE: \$ 2,876.00

APPLICANT: Kevin Hamak		OWNER: PTA Thrift Shop, Inc.	
ADDRESS 111 West Main St.		ADDRESS: 115 West Main St.	
CITY/STATE/ZIP Durham NC 27701		CITY/STATE/ZIP Carrboro, NC 27510	
TELEPHONE/FAX: PHONE: 919-682-0368 FAX: 919-688-5646		TELEPHONE/FAX: PHONE: 919-842-6565 FAX:	
LEGAL RELATIONSHIP OF APPLICANT TO PROPERTY OWNER: Consultant		TAX MAP(S), BLOCK(S), LOT(S): 7.99.A.12, 7.99.A.13, 7.99.B.1, 7.99.B.2	
PROPERTY ADDRESS: 103 Jones Ferry Rd		PROPOSED LAND USE & USE CLASSIFICATION: Sales and Office; 2,220, 3,120	
PRESENT LAND USE & USE CLASSIFICATION: Sales and Office; 2,220, 3,120		LOT AREA: 1.41 Acres 61,327.94 Square Feet	
ZONING DISTRICT(S) AND AREA WITHIN EACH (including Overlay Districts): B1G, DNP			
# OF BUILDINGS TO REMAIN 0		# OF BUILDINGS PROPOSED 2	
EXISTING GROSS FLOOR AREA OF BUILDING(S) 8,867 square feet	GROSS FLOOR AREA (of proposed BUILDING / proposed ADDITION) 27,927 square feet	GROSS AREA (of LAND DISTURBANCE) 57,504 square feet	

NAME OF PROJECT/DEVELOPMENT: PTA Thrift Shop

SUBDIV. FINAL PLAT / EXEMPT PLAT	1, 18, 19, 21, 23, 31, 33, 34, 37
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, 37
CUP MODIFICATION	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, 37
SUP MODIFICATION	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, 37
ZONING PERMIT (Building) Residential Infill & Additions	9, 10, 22, 24, 34, 37 (also see "Building Permit Review - Residences Only" checklist)
SIGN PERMIT	1, 10, 13, 14, 17, 20, 37
VARIANCE	4, 5, 10, 20, 29, 34, 37 Attachment A
APPEAL	4, 5, 37, Attachment B
SPECIAL EXCEPTION	1, 4, 5, 8, 10, 20, 35, Attachment C

APPLICANT: [Signature]DATE: 4/28/11OWNER: Barbara Quinn Black (Exec. Dir.)DATE: 4/28/11

TRANSPORTATION IMPACT STATEMENT

PTA Thrift
9-13-2011

Please explain the following:

1. Assess the traffic impact of your project on the existing roadway system. In determining the impact, use the trip generation rates on the previous page. If your proposed use does not appear on the table of uses, please contact the Planning Department for assistance.
Martin Alexiou Bryson, PC has estimated the trip generation and based on the information available, the existing site is projected to generate 15 trips (11 entering, 4 exiting) in the AM and 53 trips (25 entering, 28 exiting) in the PM peak hour. They have a count from back in 2006 that showed 13 entering and 53 exiting trips, so the ITE rate seems to match that count well.

Using the same ITE rates, our future site is expected to generate 59 trips (39 enter, 20 exit) and 112 trips (54 enter, 58 exit) in the AM and PM peak hours, respectively. This results in a net increase of 44 trips in the AM and 59 in the PM. Also it should be noted that West Main and Jones Ferry are well under capacity. See attached Trip Generation Estimate document.
2. What roadway capacity and safety improvements are you proposing to make to accommodate the additional traffic generated by your project? Please address internal and external roadway improvements.
The projected trip increase will not exceed the roadway capacity so no external roadway improvements are proposed. West Main and Jones Ferry are well under capacity.
3. Describe your plans to provide pedestrian (sidewalk and greenway) and bikeway access to your project, both internal and external.
The project is expanding the existing sidewalk on W Main St and Jones Ferry Rd to a width varying from 7.0' to 9.8' (See "Sidewalk Justification" Letter). Both proposed buildings will have outdoor plazas immediately adjacent to the public sidewalks along W Main St and Jones Ferry Rd which will have outdoor displays and seating. An approximately 10' bike/pedestrian path exists on the site running through the center of the site between the two proposed building and is proposed to be improved. Bicycle parking is proposed per Town of Carrboro requirements.
4. Describe your plans to accommodate transit services and to encourage the use of the transit system.
The site currently has a Chapel Hill Transit stop and two seat walls are proposed adjacent to the bus stop. Sidewalks are proposed connecting the transit stop to the front doors of the the buildings.



Coulter Jewell Thames, PA

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Planning for the Future

Sept 2, 2011

Jeff Kleavland
Carrboro Planning
301 W. Main St.
Carrboro, NC 27510

Reference: Parking Justification

The proposed project is the redevelopment of a currently developed site containing three buildings, parking lots, walkways, and a bike path. The proposed site plan seeks to emulate most of the existing arrangement of buildings, parking areas and pedestrian routes and allows for a mix of uses.

The site is within a walkable part of downtown Carrboro at the edge of the central business district and is currently connected to the surrounding commercial and residential areas by existing sidewalks, bike lanes, a bike trail through the center of the site, and a bus stop at the intersection of Jones Ferry Rd and W Main St. There are also several public parking lots totaling approximately 285 parking spaces within a 5-minute walk of the site which is especially conducive to shared trip parking which allows people park in public parking and visit multiple destinations on foot without utilizing a different parking space for each destination.

This mix of uses in the B-1(g) district, under Section 15-297 Joint Use of Required Parking, allows a site plan to take the 2.00 and 3.00 uses and apply a reduction ratio of 1.2 to the "total number of spaces otherwise required". The proposed site plan's required spaces as demonstrated by the following table are 90 spaces divided by 1.2 which equals 75 parking spaces. The site plan is further allowed a reduction of 1 space for bicycle parking, as shown on the plan, and one space for a motorcycle space, also shown on the plan. This results in a requirement of 73 parking spaces. This parking reduction per Section 15-297 is further enhanced by the shared trip potential provided by the public parking lots within walking

distance, the existing transit stop, the existing bike lanes on West Main St and Jones Ferry Rd, and the existing bike path through the center of the site.

For the purposes of calculating required parking, the following table lists the PTA Thrift uses for Building A, Levels 1 & 2 and likely uses for Building A, Level 3 and Building B. See the attached Appendix A (B1G Zone Permissible uses & parking requirements) for a full listing of potential uses.

Table 1: Areas, uses, and required parking

Building A

(2.22) Level 1 (6,354 sf) PTA sales-outside display- low vol @ 1:400 =	16
(2.22) Level 2 (7,255 sf) PTA sales-outside display- low vol @ 1:400 =	18
(3.12) Level 3 (7,638 sf) office low traffic @ 1:400 =	19

Building B

Level 1 - 5,364 sf - available	
(8.20) Restaurant (2,500 sf) with outdoor seating (5 tables x 4 seats) @ 1/100 + 1/4-outside seating =	30
(3.12) Office low volume (2,864) @ 1/400 =	<u>07</u>
Total minimum parking:	90
Proposed parking:	73

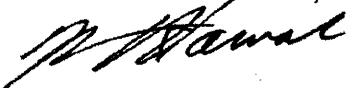
A reduction in parking also allows for the reduction of impervious surface and several other green parking indicators as described in the EPA's "Green Parking Resource Guide":

- The project is seeking to reduce the minimum required parking from 90 spaces to 73 spaces for a 19% reduction in parking spaces and parking impervious area.
- The project is providing 70% of the parking to the rear of the buildings with 30% provided to the sides of the buildings. No parking is provided between the building and the street.
- The site is currently served by Chapel Hill Transit with a bus stop at the property as well as an existing bike/pedestrian trail through the center of the site.
- The project is utilizing underground detention and sand filters to mitigate stormwater runoff.
- The project is utilizing native plants which are not as susceptible to drought conditions and require less irrigation once established.
- The project is preserving several existing trees adjacent to the existing parking lot which along with the planted trees will help to minimize the heat island effect.

- The site will incorporate roof water harvesting for nonpotable use (irrigation).

We believe that, since the site itself is comprised of a mix of office and commercial uses within the larger mixed use central business district and has access to several non-vehicular modes of transit, the parking reduction of 19% is justified.

Sincerely,
Coulter Jewell Thames, P.A.

A handwritten signature in black ink, appearing to read "K. Hamak", written over the printed name.

Kevin Hamak, RLA

Appendix A:

B1G Zone Permissible uses & parking requirements

NOTE: permissible by Zoning or CUP or Special Use (/S)

27.0 Combination uses

2.110 Sales (no outside storage or display, high traffic) -- 1:200

2.111 ABC Store -- 1:200

2.12 Sales (no outside storage or display, low volume traffic) -- 1:400

2.13 Sales (no outside storage or display, high volume traffic) -- 1:200

2.21 Sales (outside display, high volume traffic) -- 1:200 /S

2.22 Sales (outside display, low volume traffic) -- 1:400 /S

2.23 Wholesale sales (outside display) -- 1:400

3.11 Office (high client/visitor traffic) -- 1:200

3.12 Office (low client/visitor traffic) -- 1:400

3.13 Medical, dental offices/clinics under 10,000 sf -- 1:150

3.15 Copy centers -- 1:200

3.25 Freestanding ATM -- 3 spaces nearby

4.10 Enclosed manufacturing -- 1:200

5.11 Elementary and secondary education -- 1.75 per elem. class; 5 per HS class

5.12 Trade/vocational school -- 1:100

5.13 College/university -- 1:150

5.20 Church/temple/synagogue -- 1 per 4 worship seats + 1:200 other space /S

5.32 Library/museum/art gallery -- 1:300 /S

5.40 Social, fraternal clubs/lodges/halls -- 1:300 /S

6.11 Indoor athletic/recreation facility -- 1 per person + 1:200 /S

6.12 Movie theater -- 1 per 4 seats /S

6.14 Community center -- 1:200

7.10 Medical treatment over 10,000 sf -- 2 per bed

7.20 Institutional care -- 2 per 5 beds

Sincerely,
Coulter Jewell Thames, P.A.

A handwritten signature in black ink, appearing to read "K. Hamak", written in a cursive style.

Kevin Hamak, RLA



Coulter Jewell Thames, PA

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Planning for the Future

December 15, 2011

Jeff Kleavland
Carrboro Planning
301 W. Main St.
Carrboro, NC 27510

Reference: Sidewalk Justification (Updated)

The site is the redevelopment of a currently developed site containing three buildings, parking lots, walkways, and a bike path. The proposed site plan seeks to emulate most of the existing arrangement of buildings, parking areas and pedestrian routes. The existing sidewalk along Main Street and Jones Ferry Rd is approximately 4-ft in width. The LDO states that "where practicable, the sidewalks in the B-l(c), B-l(g), B-2, and C-T zoning districts shall be at least ten feet wide." [LUO 15-221(f)]. We are proposing a public sidewalk that varies from 7.0-ft to 9.0-ft. The existing right-of-way is approximately 6-ft to 7-ft off of the back of curb thus requiring several feet of sidewalk to be located on the PTA Trift property. Plazas and open space are immediately adjacent to the sidewalk with the buildings set back from the sidewalk and thus do not crowd the edge of the walkway. This is opposed to having buildings right at the edge of the 10' sidewalk meaning people in that situation must walk at least a couple of feet away from the edge of the 10' walk on the building side to have shoulder and elbow room.

There is the need for a grade change from the sidewalk to the plaza in front of Building B in order to have a relatively flat plaza and ADA accessibility into the building. This grade change results in a low wall from 1 to 1 ½ feet and will have a railing along the edge. Widening the sidewalk to 10 feet would narrow the plaza area next to Building B, limiting its usefulness as an outdoor seating plaza.

In front of Building A the sidewalk we are proposing allows for 18" seatwalls adjacent to the sidewalk and the bus stop along Jones Ferry Road as labeled on the Site Plan. The seatwall is proposed at the outside edge of the sidewalk expansion and is located to allow 4-ft to 5-ft clearance between the seatwalls and the existing OWASA waterlines running parallel to the road (see Site Plan).



Coulter Jewell Thames, P.A.

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Planning for the Future

April 25, 2011

Jeff Kleavland
Carrboro Planning
301 W. Main St.
Carrboro, NC 27510

Reference: Tree Removal Justification

The site is the redevelopment of a currently developed site containing three buildings, parking lots, walkways, and a bike path. The proposed site plan seeks to emulate most of the existing arrangement of buildings and parking areas while attempting to preserve as much of the existing tree coverage as possible. This is being done while at the same time the site plan is attempting to make the best use of this site given its close proximity to the business core of downtown Carrboro.

While the site plan does preserve many of the sites existing trees, some others are located within existing parking and otherwise paved or built areas. In order to accommodate the expansion of the building areas; improvement of the parking and paved pedestrian areas to accommodate the expanded buildings; accommodation of the current grading standards for handicap parking and access; and the accommodation of current stormwater collection requirements, the redevelopment of the site does necessitate the removal the existing trees as indicated on sheet SD-1.0. None of these trees are under the rare classification of trees and all of these trees, except two, are less than 18-inches in diameter.

Sincerely,
Coulter Jewell Thames, P.A.

Kevin Hamak, RLA

PTA Thrift Shop

Conditional Use Permit

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Town of Carboro Architectural Standards for Downtown Development

LUO Section 15-178

Architectural standards narrative

(1) A primary entrance shall be oriented toward the right of way and shall be articulated either by a recess or by a detachable awning.

The primary entrances are oriented toward the right of way and are articulated by a recess (Building A) and a sheltering canopy/awning (Building B).

(2) With respect to any side of a building that faces the street adjacent to the lot where the building is located and is visible from such street right-of-way, a minimum of 40 percent of the elevation of such side shall consist of a glass surface and a minimum of 60 percent of the elevation of the ground level of such facade shall consist of a glass surface.

The ground floor of the street-facing elevation of the PTA Thrift Building is 47% glazed, and the total street-facing elevation is 27% glazed. These figures are below the amount of glass proscribed by the standards, a situation brought about because the Thrift Shop facade and entry sits 35 feet back from the sidewalk, behind a plaza that will bring street-level retail activity to the open outdoor area in front of the building elevation.

MINUTES
April 5th, 2012

Members Present: Tom Wiltberger, Loren Brandford, Raymond Conrad, Lydia Lavelle

Members Absent: Sheryl Forbis, Sarah Andrews, Emily Scarborough

Staff Present: James Thomas, Planner/Zoning Development Specialist

Guests Present: Ken Friedlein, David Morgan, Barbara Jessie Black, Kevin Hamak

I. PTA Thrift Store- Request for Relief from Downtown Architectural Standards

Ken Friedlein, architect for the project came before the Appearance Commission to request relief from the glazing requirement of the Downtown Architectural Standards. Mr. Friedlein explained that two new buildings will be constructed with this proposed Conditional Use Permit. One building that will house the new PTA Thrift Store will be a two-story and a total of 22,000 square feet in size. The exterior will be constructed of a combination of glass, brick and metal paneling. The second building will be a retail space and be approximately 5,000 square feet in size and one story. The exterior will be constructed of brick and glass. There will be an awning that will tie both buildings together.

The applicants were requesting relief from the glazing requirement for the new PTA Thrift Store building. Mr. Friedlein provided examples of buildings around town and the glazing totals that those buildings provide. In essence, a majority of those buildings do not provide the 60 percent glazing requirement.

Overall, the Appearance Commission agreed that the PTA Thrift Store met the intent of the Architectural Standards and recommended that the Board of Aldermen grant relief from glazing requirements.

MOTION WAS MADE BY TOM WILTBERGER AND SECONDED BY LOREN BRANDFORD THAT THE BOARD OF ALDERMEN GRANT RELIEF FROM THE GLAZING REQUIREMENTS OF THE DOWNTOWN ARCHITECTURAL STANDARDS FOR THE PROPOSED PTA THRIFT STORE.

VOTE: AYES (WILTBERGER, BRANDFORD, CONRAD), O NAES

II. Discussion of Joint Review Item- Claremont South PUD Subdivision

The Appearance Commission had little discussion of the proposed subdivision, but staff did present color renditions of the proposed homes to be constructed in the subdivision. Staff did explain that renditions of the size limited homes had not been presented to staff as of yet. The Appearance Commission requested the ability to review renditions of the size limited single-family homes once these plans are finalized or prior to the issuance of the building permits for these size limited homes.

MOTION WAS MADE BY TOM WILTBERGER AND SECONDED BY LOREN BRANDFORD TO SUPPORT THE TWELVE STAFF RECOMMENDATIONS AND ALSO, TO RECOMMEND THAT THE BOARD OF ALDERMEN PLACE A CONDITION ON THE CONDITIONAL USE PERMIT THAT THE APPEARANCE COMMISSION HAS THE ABILITY TO REVIEW RENDITIONS OF THE SIZE LIMITED SINGLE-FAMILY HOMES ONCE THESE PLANS ARE FINALIZED OR PRIOR TO THE ISSUANCE OF THE BUILDING PERMITS FOR THESE SIZE LIMITED HOMES.

VOTE: AYES (WILTBERGER, BRANDFORD, CONRAD), 0 NAES

Adjourn

PTA Thrift Shop

Conditional Use Permit

9/12/2011

Town of Carrboro Goals and Guidelines Narrative**A. Carrboro Downtown Business District Guidelines for Design (April 1993)**

The property lies in Subdistrict III: West Main / Weaver Streets Area, which is zoned B1-G, a transitional business district. The project addresses the Downtown Goals of the Business District Guidelines as described below:

Part I - Downtown Goals

1. Promote the development of an identifiable downtown center which is filled with lively, economically viable activity.

The centerpiece of the project is the PTA Thrift Shop, is a 65-year-old retail enterprise that contributes on average \$250,000 annually to the Chapel Hill Carrboro schools from the proceeds of its collection, organization and public sale of donated hard and soft goods.

2. Improve the quality of the physical environment by creating a high level of expectation in the quality of downtown development at all scales.

The project's two buildings -- of different scale but similar architectural language -- are joined by a pedestrian plaza that replaces a happenstance areas of grass and asphalt yards.

3. Preserve and improve the distinctive visual and architectural character of each of the four subdistricts...

The project continues the pattern of one-and-two-story business and industrial buildings near the intersection of West Main Street and Jones Ferry Road area and employs characteristic materials (brick and metal siding).

4. Provide for a concentration of a wide variety of goods, services and activities...

The heart of the project is the PTA Thrift Shop, by definition a varied goods reseller. Other spaces will be available for offices and complimentary retail ventures.

5. Sponsor art, cultural and special events to attract people...

The PTA Thrift Shop Redevelopment includes a street-front plaza component suitable for gatherings and special events that will enliven the streetscape.

6. Create a distinctive and continuously landscaped street and open space character.

The Plaza will integrate landscape and hardscape elements all along PTA Thrift's street frontage.

7. Identify access to convenient downtown parking areas and improve their landscaping and organization.

The project includes a significant improvement in the flow and use of the parking areas between and behind the two buildings.

8. Strengthen the pedestrian character of the downtown and create new pedestrian linkages.

The project aims to make the PTA Thrift Shop's asphalt-paved front yard, which lies entirely within a public utility easement, an inviting place for people to move and mingle.

9. Encourage residential development in an area adjacent to the downtown neighborhoods on vacant land. Protect and maintain the well being of the existing residential communities adjacent to the downtown, which communities' preservation is important and vital to the down and the community as a whole.

The project significantly upgrades operations of the PTA Thrift Shop, allowing the initial processing of donations to be handled indoors rather than in the open. The main building is configured with a roof that slopes down to the adjacent townhomes, reducing the scale of the elevation facing the residential development.

10. Improve maintenance and encourage small scale improvements to existing buildings and sites.

The project maintains and enhances existing site amenities, such as a bus stop and bikeway. While the project adds additional business office space on a new upper level, the main activity at the street -- PTA Thrift retail -- remains and is improved.

11. Promote incremental growth and development.

The PTA Thrift project builds on and improves what already exists on the site and in the neighborhood. The development adds much-needed upper floor office space, expands the PTA Thrift's existing operations and sales facility, and replaces two existing separate converted-home business buildings with a single structure better suited to engaging the community in the activities that go on inside.

Consider the transportation network.

The development is bisected by a bicycle path which will be upgraded and resurfaced to tie in with building it bypasses. The site's existing bus stop -- will be integrated into the low wall that defines the Thrift Shop yard/entrance. An existing sidewalk along northern edge will be widened to approximately 8 feet with generous points of entry to "plazas" in front of the two buildings.

Contribute to a mosaic of shops and services.

PTA Thrift will continue as a popular retail destination. Office tenant on upper floor will bring business-related users to the site. Potential uses for the smaller second building in the development are restaurant, retail, office, commercial.

Welcome residential uses.

The PTA Thrift project is adjacent on the west and south sides to existing residential development, homes to present and potential customers. In addition the project's existing sidewalks, crosswalk and bikeway, all of which will be maintained in the new development, invite residents to come to, along and through the site. Entering and exiting traffic will continue to be gathered at the center of the project rather than at the western edge near the residences.

Provide a hierarchy of lighting.

The project will bring appropriate, inviting lighting to the PTA development buildings and plaza, taking the place of a streetscape now dependent on public utility pole lights for its primary illumination.

Support informal public activity on the sidewalk and along the building's edge. Integrate sidewalk amenities. Provide for bicyclists. Screen services in courtyards. Use natural plantings.

Both buildings employ "public/private employ setback zones" to encourage interaction at the ground floor level and add architectural interest to the project. A low wall along the sidewalk provides a seating, resting place for pedestrians. The existing pedestrian crosswalk is maintained. Bicycle racks are provided at both sides of the parking lot to serve both buildings. Service courts will screen dumpsters and recycling on the south and mechanical equipment on the west side of the PTA Thrift building. Planting beds and street trees provided to create a sense of scale and define edges and areas.

Take cues from your neighbor and provide a balance between elements that provide variety and those which are similar to the existing architectural context.

To provide variety, the building elevations are broken horizontally by changes in material and vertically by changes in the planes of the facade. To provide similarity, the building uses materials that are common in downtown fringe commercial buildings, such as brick and metal siding.

Building height.

The PTA Thrift building is two stories above grade on the West Main Street side. The existing sloping terrain provides a walk-out basement level on the back side. Owing to the presence of two-story residential-scale buildings on the western side of the property, the building mass is broken by two distinct roof forms, allowing the roof facing the residential neighborhood to slope down in that direction to mitigate the two-story commercial-scale height of the main building.

Shade and shelter.

Covered canopies shelter the entries to the PTA and the office space above.

Connections to earth and sky.

The buildings feature parapets and overhangs to define roofs, and varied facade treatments to animate the forms at the ground.

Art in public life.

The unifying element of the PTA Thrift Shop redevelopment is the creation of a "Plaza" that connects the two buildings served by the central vehicle entrance and parking. This creates a broad sweep of public space that provides ample opportunity for art and other amenities. The planters, seat walls and signage that are included in the initial design can be augmented with as funds and community involvement permit.

B. Vision 2020 (December, 2000)

Downtown development guidance calls for medium-rise buildings with adequate public access and shopping opportunities that meet everyday needs. Limiting the widening of roads and burying overhead utilities are desired to encourage tree canopy and mitigate heat island effects. The PTA Thrift plaza incorporates these ideas. The PTA Thrift project puts 27,000 square feet of mixed-use commercial space on a site that now provides approximately

PTA Thrift Shop

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13,000. That increase is consistent with Vision's goal of doubling commercial square footage.

The project is multi-modal, incorporating foot, bike, bus and automobile traffic. And improves aspects of all with driveway turning radius, more gracious bus stop area, widened sidewalks and upgrades to the bicycle path.

C. Downtown Carrboro New Vision (2001)

New buildings should strive for harmony and compatibility and be sensitive to massing and scale of the surrounding structures.

The PTA Thrift redevelopment maintains the presence of one and two-story commercial structures in the West Main Street area. It combines the use of brick on the close-in commercial buildings and the metal siding on the downtown fringe (Southern States). A major goal of the project is to unify the streetscape at the intersection of West Main and Jones Ferry. Although eliminating the existing central parking lot is not feasible given the existence of numerous utility easements, efforts have been made to establish a peopled "zone" all along the street frontage of the project. The Main Street design comments ask for 8-foot or larger sidewalks and benches, bike racks and other street amenities that de-emphasize street traffic.

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MEMO

Date: April 27, 2011

To: Town of Carrboro

From: Weinstein Friedlein Architects

Project: PTA Thrift Shop Sustainability Checklist

Sustainable Sites:

1. Construction Activity Pollution Prevention: Prevent pollution of the air with dust and particulate matter in accordance with the US EPA Construction General Discharge Elimination Program
<http://cfpub.epa.gov/npdes/stormwater/cgp.cfm>.

This will be part of the contract for construction.

2. Stormwater. Specify vegetated roofs, pervious paving. Re-use non-potable stormwater for irrigating landscaping.

A pervious material is proposed for the outdoor plazas.

3. Heat Island Effect, non-roof: Use high-reflectance paving materials in lieu of dark brick or asphalt (solar reflectance of greater than 29, per ASTM E 1980). Provide abundant vegetative shading and shading devices to reduce heat on building surfaces and pavements.

The pervious paving material proposed for the outdoor plazas and concrete sidewalks will have a solar reflectance rating greater than 29. Existing trees are being saved where possible and new trees and plantings will be incorporated throughout the project. Covered canopies and window shading will reduce heat on buildings. A cost equivalent alternative to dark asphalt will be sought for parking areas.

4. Heat Island Effect, roof: Use roofing materials with solar reflectance index of greater than 78, per ASTM E 1980.

Flat roofing materials will meet solar reflectance rating of greater than 78. Low slope metal roof will meet Energy Star roof standards (Solar Reflectance Index of greater than 65)

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5. Light Pollution Reduction: Design site and building mounted lighting so that no more than 10% of the total designed site lumens are emitted at an angle higher than horizontal. There should be no more than .60 footcandles of light at the site boundary, and no greater than .01 footcandles 15 feet from any boundary

Exterior lighting will be designed to meet this standard.

Water Efficiency:

1. Water Efficient Landscaping: Use native or adapted plant species for all landscape material.

Native and adapted plant species will be used for all landscape materials.

2. Water Use Reduction: Use captured rainwater for all irrigation.

If irrigation is used on the project, captured rainwater will be used.

3. Optimized Energy Performance: Demonstrate, based on ASHRAE/IESNA Standard 90.1-2004 by a whole building project simulation using the Building Performance Rating Method in Appendix G of the Standard, that all of the energy costs within and associated with the building project are at least 20% less than the standard model.

The owner desires to build high performance buildings that achieve the 20% goal. As the project progresses an assessment of potential energy savings will be provided.

4. Renewable Energy: Provide at least 5% of the buildings energy needs using onsite renewable sources: solar, wind, geothermal

The building will be designed to accommodate solar energy applications that may be purchased in the future.

Materials and Resources:

1. Establish goal for diversion of demolition and construction waste from landfills and incinerators: recycle all materials that are practical to recycle. In this region, that includes cardboard, metal, brick, acoustical ceiling panels, concrete, plastics, clean wood, glass, gypsum wallboard, carpet and insulation.

The project will have a solid waste management plan for the building materials demolished from the existing building and produced during construction. Best efforts

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will be made to give qualified organizations or individuals opportunity to relocate two former houses now on the property.

2. Recycled Content: Use materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes at least 10% (based on cost) of the total value of the materials in the project. The recycled content shall be defined in accordance with International organization of Standards document ISO 14021.

Materials meeting this goal will be sought.

3. Regional materials: Use 10% of all project building materials (by weight) that have been extracted, harvested or recovered as well as manufactured within a 500 mile radius of the project site.

The goal of the project is to meet this regional material criteria. At this time, building construction systems are not definite.

4. Rapidly Renewable Materials: Use building materials and products made from plants that have a harvest cycle that is typically 10 years or shorter, for at least 2.5% of the value of total building materials.

At this time, building construction systems and finishes are unknown.

5. Certified Wood: 50% of all wood and wood-based products must come from forests that are certified by the Forest Stewardship Council and mark thus, verifying the chain of custody of that material.

This or equivalent certification for wood products will be sought.

Indoor Environment Quality

1. Low-Emitting Materials: Adhesives and sealants used on the inside of the building shall comply with South Coast Air Quality management District (SCAQMD) Rule 1168, for low or no VOC content.

The project will meet this requirement.

2. Low-Emitting Materials: paints and coatings used on the inside of the building shall comply with Green Seal Standard GS-11, for wall and ceilings, GC-03 for anti-corrosive ferrous metal coatings, SCAQMD Rule 113, for clear wood finishes, floor coatings, stains and shellacs.

The project will meet this requirement.

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3. Low Emitting Materials: Carpets systems used in the building shall meet the requirements of the Carpet and Rug institutes Green label Plus Program. Carpet adhesives shall not exceed 50g/l.

The project will meet this requirement.

4. Low Emitting Materials: Composite wood and agrifiber products used inside the building shall include no urea-formaldehyde resins.

The project will meet this requirement.

5. Daylight and Views: Achieve a minimum daylight illumination level of 25 footcandles at 30 inches above the floor (clear sky at noon on equinox) in 75% of all regularly occupied areas.

At this early stage in the project and with an unknown occupant on the second floor, this cannot be determined. Incorporating natural daylight is very important to the owner. Larger expanses of glass are incorporated on both the north and south facades with southern exposures shaded with sun screens. Openings are limited on the east and west facades.

**SUMMARY SHEET OF STAFF AND ADVISORY BOARD RECOMMENDATIONS
CONDITIONAL USE PERMIT FOR PTA Thrift Shop Redevelopment**

STAFF RECOMMENDATIONS	
Staff Recommendations (w/ Advisory Board support where applicable):	<i>Explanation: Staff recommendations, primarily related to LUD compliance, are represented by #s 1-4 below. If an advisory board voted to "support" the staff recommendation, then such board is listed after staff in the left-hand column.</i>
Recommended by	Recommendations
Staff, PB, TAB, ESC, EAB, AC	1. That prior to construction plan approval the southern property line setbacks adjacent to the R-7.5 zoning districts are shown as 10 feet instead of 20 feet.
Staff, PB, TAB, ESC, EAB, AC	2. That the Board of Aldermen hereby finds that 71 parking spaces are sufficient to serve the proposed development based on the applicant's justification statement regarding joint use of the proposed parking spaces and, the site's proximity to public parking, residential and commercial areas, bus lines, bicycle lanes and existing sidewalks.
Staff, PB, TAB, ESC, EAB, AC	3. That, for the street right-of-way frontage, the 10 foot sidewalk width requirement of section 15-221(f) be waived based on the reasons stated in the applicant's sidewalk justification letter provided at the public hearing.
Staff, PB, TAB, ESC, EAB, AC	4. That the applicant shall provide to the Zoning Division, prior to the recordation of the final plat for the project or before the release of a bond if some features are not yet in place at the time of the recording of the final plat, Mylar and digital as-builts for the stormwater features of the project. Digital as-builts shall be in DXF format and shall include a base map of the whole project and all separate plan sheets. As-built DXF files shall include all layers or tables containing storm drainage features. Storm drainage features will be clearly delineated in a data table. The data will be tied to horizontal controls.

ADVISORY BOARD RECOMMENDATIONS	
Additional Advisory Board Comments & Recommendations	Staff Comments and Recommendations <i>Staff will review and recommend actions solely on the basis of the findings. If a comment involves a significant deviation from the LUO, the Board will be consulted. Otherwise, the Board will not be consulted. Comments in the context of the findings are welcome. Staff will not accept or refuse comments from advisory boards.</i>
Recommended by	Recommendations
EAB	1. No comment
AC	1. No comment
PB	1. The Planning Board is concerned that the proposed deviation is quite significant, representing less than 70% of the required total glazing. The Board agrees to relief of the glazing requirement but suggests a proportion closer to the standard in the LUO. Where windows are concerned, we recommend the configuration proposed in the color renderings rather than what is presented in the elevations (Section 15-178).
PB	2. Overall the architecture is commendable but instead of using a sloped roof, a flat roof should be used. <ol style="list-style-type: none"> The sloped energy star roof would create glare and heat gain in the adjacent Twin Magnolias. The sloped roof will not provide relief for the adjacent properties as they have significant plantings in front and are two stories high, as well as being set back significantly from the PTA property. Roof sloping as a form is not compatible with the surrounding commercial architecture and will not contribute to the cityscape. Drainage will be channeled to the west side of the property which will require stormwater collection on the side of the building to be piped all the way to the storm receptors.
PB	3. Considering the prime location of this project, its access to the bike path and green space, and the general lack of bike parking in the vicinity and, this is an opportunity to provide additional bicycle parking to exceed the presumptive bicycle parking standards currently being considered by the Board of Aldermen. We suggest 20 spaces.

TAB	1. That native shade trees be provided on-site and that there be less impervious surface.
TAB	2. That the applicant add five (5) additional long-term bicycle parking spaces for employees and consider lowering their auto parking spaces to 70.
TAB	3. That the applicant consult the EPA's "Green Parking Lot Resource Guide".
ESC	1. The ESC of the Town of Carrboro finds that the proposed project is consistent with Carrboro Vision 2020 policies specified in sections 2.0 Development and 3.0 Economic Development.



TOWN OF CARRBORO

PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

RECOMMENDATION

THURSDAY, MAY 17, 2012

Comments on PTA Thrift Shop Request for Conditional Use Permit

The Planning Board has reviewed the application for a Conditional Use Permit (CUP) for 101 & 103 Jones Ferry Road and 113 & 115 West Main Street. The proposed multi-faceted project is attractive, offers a diversity of commercial space and appeal, is in general alignment with Carrboro's Vision 2020, and is a clear value-add to downtown Carrboro.

Recommended Conditions on a CUP

The applicant has requested relief from parking, sidewalk and glazing requirements.

- A. **Parking.** The Planning Board finds the applicant's justification reasonable and affirms staff's recommendation for the following condition on the permit:

That the Board of Aldermen find that 71 parking spaces is sufficient to serve the proposed development based on the applicant's statement regarding joint use of the proposed parking spaces and the site's proximity to public parking, residential and commercial areas, bus lines, bicycle lanes, and existing sidewalks.

- B. **Sidewalk Width.** The Planning Board finds the applicant's justification reasonable and affirms staff's recommendation for the following condition on the permit:

That, for the right-of-way frontage, the 10' sidewalk width requirement of section 15-221 (f) be waived based on the reason's states in the applicant's sidewalk justification letter provided at the public hearing.

- C. **Glazing.** LUO Section 15-178 states that "...a minimum of 40 percent of the elevation of such side shall consist of a glass surface and a minimum of 60 percent of the elevation of the ground level of such façade shall consist of a glass surface." The applicant proposes that PTA Thrift Building (Building A) be relieved from this requirement, with the ground floor being 47% glazed, and the total street-facing elevation just 27% glazed.

The Planning Board is concerned that the proposed deviation is quite significant, representing less than 70% of the required total glazing. The Board agrees to relief of the glazing requirement but suggests a proportion closer to the standard in the LUO. Where windows are concerned, we recommend the configuration proposed in the color renderings rather than what is presented in the elevations.

To the Board we request clarification in the ordinance of the intent of this proportion of glazing. We interpret the purpose of the glazing requirement to provide for people an interactive relationship between the interior and exterior of buildings. Perhaps this can be accomplished by means other than attaining the specific glazing requirement.

The ordinance should be revisited both to better reflect the intent of the glazing requirement and provide better guidance to applicants. This request is timely in light of the new energy codes in North Carolina (in addition to the town's interest in making buildings more efficient).

D. Additional Conditions. The Planning Board affirms the two additional staff-recommended conditions on the CUP:

- *That prior to construction plan approval the southern property line setbacks adjacent to the R-7.5 zoning districts are shown as 10' instead of 20'.*
- *That the applicant shall provide to the Zoning Division, prior to the recordation of the final plat for the project or before the release of a bond if some features are not yet in place at the time of the recording of the final plat, Mylar and digital as-builts for the stormwater features of the project. Digital as-builts shall be in DXF format and shall include a base map of the whole project and all separate plans.*
- *Overall The architecture is commendable but instead of using a sloped roof, a flat roof should be used.*
 - *The sloped energy star roof would create glare and heat gain in the adjacent Twin Magnolias.*
 - *The sloped roof will not provide relief for the adjacent properties as they have significant plantings in front and are two stories high, as well as being set back significantly from the PTA property.*
 - *Roof sloping as a form is not compatible with the surrounding commercial architecture and will not contribute to the cityscape.*
 - *Drainage will be channeled to the west side of the property which will require stormwater collection on the side of the building to be piped all the way to the storm receptors.*
- *Considering the prime location of this project, its access to the bike path and green space, and the general lack of bike parking in the vicinity and, this is an opportunity to provide additional bicycle parking to exceed the presumptive bicycle parking standards currently being considered by the Board of Aldermen. We suggest 20 spaces.*

Moved: Chaney; Seconded: Killeen

VOTE:

AYES: Barton, Chaney, Clinton, Ferrer, Foushee, Killeen, Poulton, Schaefer, Seils,

NOES: None

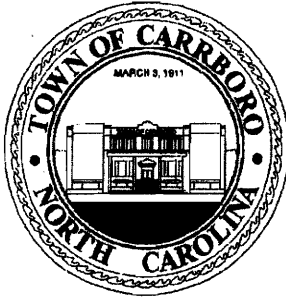
ABSENT/EXCUSED: Hunt, Jaimeyfield

ABSTENTIONS: None

A handwritten signature in cursive script, reading "John Killeen", followed by a horizontal line.

John Killeen, Chair

May 17, 2012



TOWN OF CARRBORO

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

May 17, 2012

SUBJECT: Conditional use permit for 103 Jones Ferry Rd. (PTA Thrift Shop)


MOTION: The Transportation Advisory Board recommends that the Board of Aldermen approve the conditional use permit for 103 Jones Ferry Rd. (PTA Thrift Shop) with the staff recommendations and the following additional conditions:

1. That native shade trees be provided on-site and that there be less impervious surface.
2. That the applicant add five (5) additional long-term bicycle parking spaces for employees and consider lowering their auto parking spaces to 70.
3. That the applicant consult the EPA's "Green Parking Lot Resource Guide".

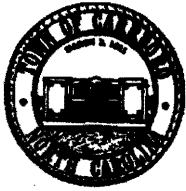
Moved: Perry

Second: Haac

VOTE: Ayes (4): LaJeunesse, Štolka, Perry, Haac. Nays (0). Abstain (0). Absent (1): Sieff.


for
Seth LaJeunesse
TAB Chair

5 / 18 /12
DATE



Economic Sustainability Committee

301 West Main Street, Carrboro, North Carolina 27510

RECOMMENDATION

MAY 9, 2012

REQUEST FOR A CUP FOR PTA THRIFT SHOP REDEVELOPMENT EXPANDING THE PERMITTED USES AND REPLACING THE EXISTING BUILDING WITH A NEW 21,247 SQ. FT. BUILDING AND ADDING A SECOND 5,364 SQ. FT. BUILDING

Motion was made by Chris Butler seconded by David Jessee that the ESC recommends that the Board of Aldermen approve the application for a Redevelopment - Conditional Use Permit for PTA Thrift Store located at 115 West Main Street, Carrboro, NC 27510 with the following findings.

1. That the Board of Aldermen hereby find that 71 parking spaces is sufficient to serve the proposed development based on the applicant's statement regarding joint use of the proposed parking spaces and the site's proximity to public parking, residential and commercial areas, bus lines, bicycle lanes and existing sidewalks.
2. That, for the street right-of-way frontage, the 10' sidewalk width requirement of section 15-221(f) be waived based on the reason's stated in the applicant's sidewalk justification letter provided at the public hearing.

Associated Findings

By a show of hands, the ESC membership also indicated that Bob Saunders does have financial interests that would pose a conflict of interest to the Board's action on this application.

Furthermore, the ESC of the Town of Carrboro finds that the proposed project is consistent with Carrboro Vision 2020 policies specified in sections 2.0 Development and 3.0 Economic Development.

VOTE:

AYES: 7

ABSENT/EXCUSED: 1

NOES: 0; ABSTENTIONS: (1)

Terri Turner by Ads 5-9-2012
(Chair) (Date)

PROJECT COMMENTS INCLUDED IN ITALICS – MAY 1, 2012.

THURSDAY, JANUARY 6, 2011

**Carrboro Planning Board
Concept Plan Review For PTA**

Motion was made by Susan Poulton and seconded by David Clinton that the Planning Board recommends that the applicant consider the following comments while refining a concept plan or developing a land use permit application for 105 Jones Ferry Road:

The Planning Board compliments the applicant on a site design concept that extends the proposed streetscape improvements into internal areas of the site and includes wide sidewalks, plaza-style areas, tables and seating, and other urban amenities.

The Planning Board observes that, although the site presents extraordinary difficulties with regard to storm water, this issue was not included in the list of critical factors during the applicant's presentation. Therefore, the Planning Board looks forward to seeing details about storm water management during the next stage of review.

The Planning Board makes the following recommendations:

1. Increase the size of and/or add a second story to the building on the east side of the property.

A larger building on the east side was considered, particularly the addition of a mezzanine and increasing the height of the taller portion, but no tenant for such additional space could be identified in the 15-months planning and review of the project plan. The impact on the limited on-site parking for the project, the business-market realities of the past 3-4 years, and the PTA Thrift's need to focus on its primary mission and not speculative office building made further pursuit of expansion of the project unrealistic. As the proposal now stands, the project represents a more-than doubling of the productive, commercial office and business use of the land.

2. Screen the lower levels of the south sides of the buildings for the benefit of neighbors, especially near loading and service areas.

The site plan shows continuous opaque and/or vegetative screening along the entire south and west sides, and loading areas have been lowered to the lowest level of use, the basement, rather than the main floor of the PTA Thrift Store.

3. Consider careful treatment of the sides of the buildings that face the PTA Bike Path (eg, architectural features, murals, plantings) and elements that reduce heat island effects to ensure attractiveness to pedestrians, bicyclists, and residents of neighboring properties.

The bike path has been treated as a significant mixed-use event through the project, and the plan and elevations of both buildings on the site show provision for amenities including covered bicycle parking, terraced dining, and business entry on the sides facing the bike

path. Considerable attention has been paid via traffic control, surfaces and signage to the multimodal nature of the area between the buildings, not only of the bike and pedestrian path, but also the plaza, sidewalk, parking lot and street front. Also trees are being planted along the bike path (and the site in general) to the extent possible given that the bike path follows a 30' OWASA sewer easement (along with the many utility easements at the front of the property).

4. In anticipation of future development east of this property, explore the possibility of reserving space to accommodate an alley-style connection from the southeastern corner of the property toward properties to the east (which might allow, for example, rear access points and consolidation of parking areas with those properties).

The project faced many challenges to creating a crossing alley from the southeastern corner, including significant grade changes, a storm water crossing, the impact of an alleyway on parking. The project also had a formative, conceptual objective of using the width of eastern property facing Main Street to create as much, as lively, and as engaging a streetscape as possible, rather than creating an alleyway entry and egress. The project did evolve to fully include another of the small adjacent properties to the east, and so the effect of consolidating parking and provided cross-access via the combined parking areas was achieved.

TOWN OF CARRBORO



CONDITIONAL OR SPECIAL USE PERMIT WORKSHEET

I. COMPLETENESS OF APPLICATION

- ☐ The application is complete
☐ The application is incomplete

II. COMPLIANCE WITH THE ORDINANCE REQUIREMENTS

- ☐ The application complies with all applicable requirements of the Land Use Ordinance
☐ The application is not in compliance with all applicable requirements of the Land Use Ordinance for the following reasons:

III. CONSIDERATION OF PROPOSED CONDITIONS

*(*Note: Please clarify for staff, where applicable, whether any discussion points are to be included as Permit Conditions. Informal agreements or understandings are not necessarily binding. *)*

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.

IV. GRANTING THE APPLICATION

- ☐ The application is granted, subject to the conditions agreed upon under Section III of this worksheet.

V. DENYING THE APPLICATION

- ☐ The application is denied because it is incomplete for the reasons set forth above in Section 1.
- ☐ The application is denied because it fails to comply with the Ordinance requirements set forth above in Section II.
- ☐ The application is denied because, if completed as proposed, the development 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 the following reasons:

3. Will not be in harmony with the area in which it is to be located for the following reasons:

4. Will not be in general conformity with the Land Use Plan, Thoroughfare Plan, or other plans officially adopted by the Board of Aldermen for the following reasons:
