

**SUMMARY SHEET OF STAFF AND ADVISORY BOARD RECOMMENDATIONS
CONDITIONAL USE PERMIT FOR SOUTH GREEN CUP**

STAFF RECOMMENDATIONS	
Staff Recommendations (w/ Advisory Board support where applicable):	<i>Explanation: Staff recommendations, primarily related to LUO compliance, are represented by #s 1-24 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, EAB, ESC, AC	1. That prior to approval of construction plans, if all necessary additional street right-of-way needed for the construction of the roundabout is not obtained by the developer and recorded in a final plat, that the location of the roundabout be shifted as needed so as to not require this additional property. Should the roundabout location be shifted, the construction plans will be re-reviewed as necessary to assure they remain in compliance with the permit. If the shift causes substantial changes to the plans it will require approval by the Board of Aldermen.
Staff	2. (New Condition) That prior to construction plan approval, the applicant pursue relocating the Purple Leaf Place sidewalk extension onto the eastern side of the road instead of the western side as shown in the CUP plans and that this revised connection will include the corresponding revisions to the crosswalks and HC ramps on the plans in the vicinity of these changes.
Staff, PB, TAB, ESC, ESC, AC	3. (Reworded) That prior to construction plan approval, all necessary encroachment agreements be obtained to allow work within the existing Rand Road public right-of-way and that prior to the approval of a final plat showing the new Rand Road public right-of-way alignment that the existing Rand Road right-of-way be formally abandoned per Town procedure.
Staff	4. (New condition) That, regardless of the status of the right-of-way abandonment or dedication, the applicant will provide emergency access (meeting Town Fire Department standards) through the property to Purple Leaf Place throughout the construction process.
Staff, PB, TAB, EAB, ESC, AC	5. That prior to construction plan approval, the applicant receive a driveway permit from NCDOT in accordance with any conditions imposed by such agency including but not limited to encroachment / maintenance agreements for lighting and sidewalks.
Staff, PB, TAB, EAB, ESC, AC	6. That an appropriately sized public easement be provided for the sections of the proposed 10' bicycle path/greenway facility that are not located within the public street R/W.

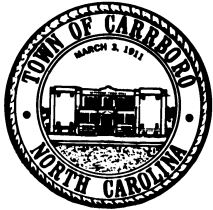
Staff, PB, TAB, EAB, ESC, AC	7. That, in the construction plans the greenway trails be designed to meet or exceed the specifications identified in the AASHTO Guide for the Development of Bicycle Facilities, and that the proposed greenway be constructed to the Type IV AASHTO standard.
Staff, PB, TAB, EAB, ESC, AC	8. That at least one accessible parking space be provided in close proximity to the main entrance of Building 3 in the option A site plan proposal.
Staff, PB, TAB, EAB, ESC, AC	9. That the applicant must obtain approval from the Town (either at a staff or Board level), if changes to the allocation of uses in the commercial buildings or the hours of operation of the businesses result in parking requirements that exceed the parking amount approved by the permit.
Staff, PB, TAB, EAB, ESC, AC	10. (Reworded) That the Board of Aldermen hereby finds that parking spaces shown on Option A (180 spaces) and Option B (179 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 residential neighborhoods, bus lines, bicycle lanes and existing pedestrian facilities. This justification also includes the accommodation for allowing the parking area behind Building 2 to be used for outdoor inventory storage. Should the use of these spaces for storage contribute to a parking problem for the development, the storage shall be removed sufficiently to restore the needed parking spaces for use.
Staff, PB, TAB, EAB, ESC, AC	11. Should the installation of HC spaces to serve Building 3 in the Option A site plan be required, that these parking total numbers be allowed to be reduced by one or two spaces if necessary to allow the installation of the HC spaces.
Staff, PB, TAB, EAB, ESC, AC	12. That the Board of Aldermen hereby finds that that the loading and unloading areas shown on the plans are sufficient to accommodate delivery operations in a safe and convenient manner based on information provided by the applicant.
Staff, PB, TAB, EAB, ESC, AC	13. That the construction plans demonstrate compliance with the tree canopy coverage standards of Section 15-319 prior to construction plan approval.
Staff, PB, TAB, EAB, ESC, AC	14. That the proposed NCDOT drainage improvements for S. Greensboro Street be coordinated and installed in advance-of or concurrent-with the installation of the South Green drainage improvements.

Staff, PB, TAB, EAB, ESC, AC	15. 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.
Staff, PB, TAB, EAB, ESC, AC	16. Per Section 15-263.1, that the developer shall include a detailed stormwater system maintenance plan, specifying responsible entity and schedule. The plan shall include scheduled maintenance activities for each stormwater BMP in the development, performance evaluation protocol, and frequency of self-reporting requirements (including a proposed self-reporting form) on maintenance and performance. The plan and supporting documentation shall be submitted to Town engineer and Environmental Planner for approval prior to construction plan approval.
Staff, PB, TAB, EAB, ESC, AC	17. That, prior to issuance of a CO, a final plat, or the certification of a stormwater BMP, the Town may require a performance security to be posted for a period of two years per the provisions of Section 15-263(i).
Staff, PB, TAB, EAB, ESC, AC	18. That all temporary and permanent easements be obtained prior to construction plan approval. Easements shall also be shown on a recorded final plat.
Staff, PB, TAB, EAB, ESC, AC	19. That the developer provide a written statement from the electrical utility stating that electric service can be provided to all locations shown on the construction plans prior to the approval of the construction plans.
Staff, PB, TAB, EAB, ESC, AC	20. (Reworded) Prior to construction plan approval, all proposed lighting within public rights-of-way must satisfy the Public Works street lighting policy.
Staff, PB, TAB, EAB, ESC, AC	21. That fire flow calculations and building-sprinkler design (as required) must be submitted and approved by the Town Engineer and Town Fire Department prior to construction plan approval.
Staff, PB, TAB, EAB, ESC, AC	22. That the Board of Aldermen hereby finds acceptable the deviations from the architectural requirements of Section 15-178 of the LUO per the elevations and information presented at the public hearing.
Staff, PB, TAB, EAB, ESC, AC	23. That prior to construction plan approval, the applicant submit materials to satisfy the Construction Management Plan provisions of Section 15-49(c1).
Staff	24. (New condition) That prior to issuance of a certificate of occupancy, a final plat will be recorded including the newly established public right-of-way.

ADVISORY BOARD COMMENTS / RECOMMENDATIONS	
Additional Advisory Board Comments & Recommendations:	<i>Explanation: Comments and recommendations solely from advisory boards follow. If a comment involves LUO interpretation, then the applicable LUO section(s) are noted parenthetically. Otherwise, the Board may wish to consider comments in the context of public health, safety, or welfare findings. Staff generally does not endorse nor refute comments from advisory boards.</i>
Recommended by	Recommendations
PB	1. The Planning Board believes the amount of parking shown is sufficient, based on the Applicant's allocation of uses. (Section 15-291 & 292)
PB	2. The Planning Board does not take exception to the arrangements for dumpsters and loading provided these activities do not take place at times that will disturb the neighbors or occur during hours that facilities are open to the public.
PB	3. The Planning Board emphasizes the Staff concern that a viable maintenance plan be submitted for the Stormwater BMP, including the maintenance of the pervious paving system and the steep slope planting which are integral components of a successful system. (Section 15-263.2)
PB	4. The Planning Board does not support the elimination of the steep slope roof components as this will tend to expose the rooftop mechanical equipment and make the development look like a strip mall. (Section 15-178)
PB	5. The Planning Board recommends that the paved area between Building 1 and the ATM/Bike Parking be green space, to give meaning to the development name "South Green".
PB	6. The Planning Board was split five/five regarding the Staff condition for the full opening of Rand Road to motorized vehicles other than Emergency Vehicles; some members believe this may create an unsafe environment for pedestrians and cyclists in the adjoining neighborhood. (Sections 15-214 & 217)
TAB	1. Consider encouraging NCDOT to make speed limit on S. Greensboro St. 20 mph from downtown to the bypass, with 15 mph in the roundabout.
TAB	2. Please include as much pedestrian accommodation as possible, up to and including, striped crosswalks on all four sides of the roundabout.
TAB	3. Please paint <i>sharrows</i> in the roundabout and along Rand Road throughout the development.
TAB	4. Since the roundabout will serve as a gateway into Carrboro, please consider making a donation towards public art and other aesthetic improvements to make it as attractive as possible.
TAB	5. Where the multiuse path intersects with S. Greensboro St., on the south side of the roundabout, there are two ADA ramps; please consider splitting the path so it serves both ramps instead of just one (as shown in the plans).

TAB	6. Please be sure to paint crosswalks at all sidewalk and multiuse path crossings. Raised crosswalks are preferred, particularly where the multiuse path crosses the entrances to the parking lot for Building 2.
TAB	7. Consider raising the entire intersection at the 90 degree turn of Rand Road. This would provide a safe pedestrian zone to facilitate crossing and increase visibility.
TAB	8. Please install stop signs where all of the driveways enter Rand Road.
TAB	9. Please be sure the multiuse path has adequate lighting so users feel safe at all times of day and night, particularly behind Buildings 3 & 4 where there appear to be gaps in the lighting (Lighting Option A & B). (Section 15-242.3)
TAB	10. Please consider installing wayfinding signs for cyclists on S. Greensboro St. routing them up Old Pittsboro Road and/or Roberson St. Greenway (see Carrboro Comprehensive Bike Plan, section 3-15).
TAB	11. We recommend keeping the bollards in place for the time being. Due to the nature of the neighborhood, the way the streets were built, and the way it has developed over time, we feel it is not safe to have increased two-way traffic in the neighborhood. However, we see the value of the connector roads policy in terms of distributing traffic and connecting the Town. We would like to see the policy updated in the future to ensure that roads are built so that they can be connected and accommodate two-way traffic in the future. (Section 15-214 & 217)
EAB	1. Eliminate any plants recognized as invasive plants in the southeastern United States, and specifically eliminate Weeping Love Grass. Choose plants recognized as native plants (including plants for stabilization). For example, reference Mellow Marsh nursery's stabilization mix or equivalent instead of Weeping Love Grass and replace the <i>Quercus nutallii</i> with a wet site adapted native (to North Carolina) species. (Appendix E)
EAB	2. Use LEDs for all or close to all indoor and outdoor lighting. Consider other cost effective energy efficiency measures such as a heat recovery unit and geothermal system.
EAB	3. Consider establishment of terracing of the steep slope to allow for uses as an alternative to a steep, continuous vegetated slope.
AC	1. The Appearance Commission voted in favor of the request to: 1.) grant relief from the parking areas being shielded by habitable space. (Section 15-178) 2.) approve the Master Sign Permit for South Green Shopping Center. (Section 15-271) 3.) approve the Conditional Use Permit Plans and support the nineteen (19) staff recommendations as presented.

ESC	1. The Economic Sustainability Commission recommends that the Board of Aldermen approve the proposed ordinance with the condition that the development include a performance standard that seeks to implement number 6 of the <i>Local Living Economy Task Force Recommendations</i> and support seek to recruit locally owned based tenants.
-----	---



TOWN OF CARRBORO

PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

THURSDAY, APRIL 16, 2015

Conditional Use Permit – 501 South Greensboro Street

Motion was made by Clinton and seconded by Hunt that the Planning Board recommends that the Board of Aldermen approve the application for a conditional use permit at 501 South Greensboro Street with the nineteen conditions proposed by staff and six exceptions and additional comments:

Recommended Staff Conditionals

1. That prior to approval of construction plans, if all necessary additional street right-of-way needed for the construction of the roundabout is not obtained by the developer and recorded in a final plat, that the location of the roundabout be shifted as needed so as to not require this additional property. Should the roundabout location be shifted, the construction plans will be re-reviewed as necessary to assure they remain in compliance with the permit. If the shift causes substantial changes to the plans it will require approval by the Board of Aldermen.
2. That prior to issuance of a certificate of occupancy for any of the proposed buildings, that the existing Rand Road right-of-way be allowed to be abandoned and then superseded with public right-of-way as shown in the approved construction plans.
3. That prior to construction plan approval, the applicant receive a driveway permit from NCDOT in accordance with any conditions imposed by such agency including but not limited to encroachment / maintenance agreements for lighting and sidewalks.
4. That an appropriately sized public easement be provided for the sections of the proposed 10' bicycle path/greenway facility that are not located within the public street R/W.
5. That, in the construction plans the greenway trails be designed to meet or exceed the specifications identified in the AASHTO Guide for the Development of Bicycle Facilities, and that the proposed greenway be constructed to the Type IV AASHTO standard.
6. That at least one accessible parking be provided in close proximity to the main entrance of building 3 in the option A site plan proposal.
7. That the Board of Aldermen hereby finds that parking spaces shown on Option A (180 spaces) and Option B (179 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 residential neighborhoods, bus lines, bicycle lanes and existing pedestrian facilities. Furthermore, should the installation of HC spaces

to serve building 3 in the option A site plan be required, that these parking total numbers be allowed to be reduced by one or two spaces if necessary to allow the installation of the HC spaces.

8. That the applicant must obtain approval from the Town (either at a staff or Board level), if changes to the allocation of uses in the commercial building areas result in parking requirements that exceeds the parking amount approved by the permit.
9. That the Board of Aldermen hereby finds that that the loading and unloading areas shown on the plans are sufficient to accommodate delivery operations in a safe and convenient manner though the loading area shown for the Option B site plan as associated with the Building 5 parking area does not all satisfy the provisions of Section 15-300 by allowing this loading area to be located within a parking area travel aisle directly blocking parking spaces. The Board makes this finding by accepting the applicant's written justification for this arrangement.
10. That the construction plans demonstrate compliance with the tree canopy coverage standards of Section 15-319 prior to construction plan approval.
11. That the proposed NCDOT drainage improvements for S. Greensboro Street be coordinated and installed in advance-of or concurrent-with the installation of the South Green drainage improvements.
12. 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.
13. Per Section 15-263.1, that the developer shall include a detailed stormwater system maintenance plan, specifying responsible entity and schedule. The plan shall include scheduled maintenance activities for each stormwater BMP in the development, performance evaluation protocol, and frequency of self-reporting requirements (including a proposed self-reporting form) on maintenance and performance. The plan and supporting documentation shall be submitted to Town engineer and Environmental Planner for approval prior to construction plan approval.
14. That, prior to issuance of a CO, a final plat, or the certification of a stormwater BMP, the Town may require a performance security be posted for a period of two years per the provisions of Section 15-263(i).
15. That all temporary and permanent easements be obtained prior to construction plan approval. Easements shall also be shown on a recorded final plat.
16. That the developer provide a written statement from the electrical utility stating that electric service can be provided to all locations shown on the construction plans prior to the approval of the construction plans;
17. That the light poles and fixtures proposed within the public rights of way be managed through a public utility company and be revised as need to meet the utility company's specifications.
18. That fire flow calculations and building-sprinkler design (as required) must be submitted and approved by the Town Engineer and Town Fire Department prior to construction plan approval.
19. That prior to construction plan approval, the applicant submit materials to satisfy the Construction Management Plan provisions of Section 15-49(c1 That the Board of Aldermen hereby finds acceptable the deviations from the architectural requirements of

Section 15-178 of the LUO per the elevations and information presented at the public hearing.

Planning Board Six Exceptions and Additional Comments

- 1) The Planning Board believes the amount of parking shown is sufficient, based on the Applicant's allocation of uses.
- 2) The Planning Board does not take exception to the arrangements for dumpsters and loading provided these activities do not take place at times that will disturb the neighbors or occur during hours that facilities are open to the public.
- 3) The Planning Board emphasizes the Staff concern that a viable maintenance plan be submitted for the Stormwater BMP, including the maintenance of the pervious paving system and the steep slope planting which are integral components of a successful system.
- 4) The Planning Board does not support the elimination of the steep slope roof components as this will tend to expose the rooftop mechanical equipment and make the development look like a strip mall.
- 5) The Planning Board recommends that the paved area between Building 1 and the ATM/Bike Parking be green space, to give meaning to the development name "South Green".
- 6) The Planning Board was split five/five regarding the Staff condition for the full opening of Rand Road to motorized vehicles other than Emergency Vehicles; some members believe this may create an unsafe environment for pedestrians and cyclists in the adjoining neighborhood.

VOTE:

AYES: (10) Braxton, Adamson, Clinton, Cohen, Davis, Haggerty, Hunt, Poulton, Tiemann, Whittemore

ABSENT/EXCUSED: (1) Watson

NOES: ()

ABSTENTIONS: ()

Planning Board Chair

Date



TOWN OF CARRBORO

Transportation Advisory Board

301 West Main Street, Carrboro, North Carolina 27510

THURSDAY, APRIL 16TH, 2015

Transportation Advisory Board Comments on South Green CUP

The Transportation Advisory Board has reviewed the conditions associated with the South Green CUP and unanimously approves. The TAB also would like to offer the following comments on the South Green development and its environs:

- Consider encouraging NCDOT to make speed limit on S. Greensboro St. 20 mph from downtown to the bypass, with 15 mph in the roundabout
- Please include as much pedestrian accommodation as possible, up to and including, striped crosswalks on all four sides of the roundabout
- Please paint *sharrows* in the roundabout and along Rand Road throughout the development
- Since the roundabout will serve as a gateway into Carrboro, please consider making a donation towards public art and other aesthetic improvements to make it as attractive as possible
- Where the multiuse path intersects with S. Greensboro St., on the south side of the roundabout, there are two ADA ramps; please consider splitting the path so it serves both ramps instead of just one (as shown in the plans)
- Please be sure to paint crosswalks at all sidewalk and multiuse path crossings. Raised crosswalks are preferred, particularly where the multiuse path crosses the entrances to the parking lot for Building 2
- Consider raising the entire intersection at the 90 degree turn of Rand Road. This would provide a safe pedestrian zone to facilitate crossing and increase visibility
- Please install stop signs where all of the driveways enter Rand Road
- Please be sure the multiuse path has adequate lighting so users feel safe at all times of day and night, particularly behind Buildings 3 & 4 where there appear to be gaps in the lighting (Lighting Option A & B)
- Please consider installing wayfinding signs for cyclists on S. Greensboro St. routing them up Old Pittsboro Road and/or Roberson St. Greenway (see Carrboro Comprehensive Bike Plan, section 3-15)
- We recommend keeping the bollards in place for the time being. Due to the nature of the neighborhood, the way the streets were built, and the way it has developed over time, we feel it is not safe to have increased two-way traffic in

the neighborhood. However, we see the value of the connector roads policy in terms of distributing traffic and connecting the Town. We would like to see the policy updated in the future to ensure that roads are built so that they can be connected and accommodate two-way traffic in the future.

Moved: John Nicopolous; **Seconded:** Kurt Štolka

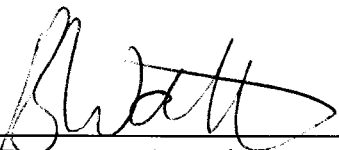
VOTE:

AYES: 7

NOES: 0

ABSENT/EXCUSED: 0

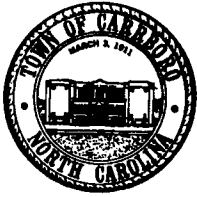
ABSTENTIONS: 0



Transportation Advisory Board Chair

For Linda Haac

4/17/15
Date



TOWN OF CARRBORO
Environmental Advisory Board

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

APRIL 16, 2015

M-1 TO M-3-CU CONDITIONAL USE PERMIT FOR 501 SOUTH GREENSBORO ST.

Motion was made by Jeanette O'Connor and seconded by Rob Crook that the Environmental Advisory Board recommends that the Board of Aldermen approve the CUP with these additional recommendations:

Eliminate any plants recognized as invasive plants in the southeastern United States, and specifically eliminate Weeping Love Grass. Choose plants recognized as native plants (including plants for stabilization). For example, reference Mellow Marsh nursery's stabilization mix or equivalent instead of Weeping Love Grass and replace the *Quercus nutallii* with a wet site adapted native (to North Carolina) species.

Use LEDS for all or close to all indoor and outdoor lighting. Consider other cost effective energy efficiency measures such as a heat recovery unit and geothermal system.

Consider establishment of terracing of the steep slope to allow for uses as an alternative to a steep, continuous vegetated slope.

Furthermore, the EAB endorses all of the staff recommended permit conditions presented at the April 2nd Joint Review.

VOTE:

AYES: (5)

ABSENT/EXCUSED: (2)

NOES: (0)

ABSTENTIONS: (0)

Associated Findings

By a unanimous show of hands, the EAB membership also indicated that no members have any financial interests that would pose a conflict of interest to the issuance of the permit.

Motion was made by Sharon Patrick and seconded by Tim Turner that the EAB of the Town of Carrboro finds the CUP to be consistent with Carrboro Vision 2020, particularly the following provisions relating to development and economic development:

2.1 Avoidance of Adverse Effects on Public Health and Safety

2.11 Infill development should take place in a manner that fulfills the town's goals and enhances neighboring areas. The town should develop policies that mitigate the adverse impact of infill development, with particular consideration given to roads, sidewalks, and aesthetic compatibility.

2.5 Balanced and Controlled Growth

2.53 Careful attention should be paid to the carrying capacity of the existing infrastructure as growth occurs.

3.0 ECONOMIC DEVELOPMENT

With the population of Carrboro expected to increase during the Vision 2020 period, additional commercial development should be anticipated both downtown and in peripheral areas. Carrboro should seek to reduce the tax burden on single-family owners by increasing the percentage of commercial space in town.

3.1 Nature of Development

In the interest of environmental preservation, new commercial development must minimize negative environmental impact, it must emphasize appropriate buffers, and it must not compromise the integrity of established neighborhoods.

3.20 Downtown Vitality

3.21 The town should developed a plan to govern the continuing development of downtown. Toward that end, the town should double commercial square footage in the downtown from that existing in the year 2000.

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

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

5.20 Water

- 5.23 Carrboro should be proactive in managing its stormwater, promoting active maintenance of facilities, reducing impacts of increased impervious surface, and minimizing on waterways.

5.50 Energy

- 5.51 The town should publicly promote every available means of energy conservation. The town's own alternative and renewable energy targets include passive and active solar, and composted waste co-generated to fuel public vehicles and the heating of town facilities.

The EAB furthermore finds that the project is reasonable and in the public interest because it will contribute toward the creation a more vibrant and successful community and provide essential public infrastructure.

VOTE:

AYES: (5)

ABSENT/EXCUSED: (2)

NOES: (0)

ABSTENTIONS: (0)

For  4/17/15
(Chair) (Date)



THURSDAY, April 16th, 2015

Review of Conditional Use Permit for South Green Shopping Center at 501 South Greensboro Street

The Appearance Commission Advisory Board reviewed the following requests for South Green Shopping Center:

1. Request for relief from Section 15-178 Architectural Standards for Downtown Development. In particular, the applicant requested relief from the parking areas being shielded by habitable space.
2. Review of the Master Sign Permit for South Green Shopping Center.
3. Review of the Conditional Use Permit Plans for South Green Shopping Center and support of the nineteen (19) staff recommendations.

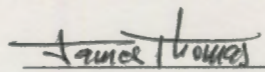
The Appearance Commission voted **in favor** of the request to 1.) grant relief from the parking areas being shielded by habitable space 2.) approve the Master Sign Permit for South Green Shopping Center 3.) approve the Conditional Use Permit Plans and support the nineteen (19) staff recommendations as presented.

VOTING:

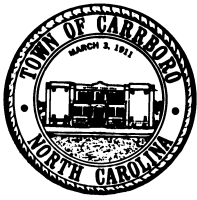
AYES: (Sheryl Forbis, Emily Kreutzer, Roy Mars, Johnny Crncic)

NOES: 0

ABSENT: (Wendy Dale)


Appearance Commission Chair

4-20-15
Date



TOWN OF CARRBORO

Economic Sustainability Commission

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

APRIL 2, 2015

501 South Greensboro Street – Conditional Use Rezoning

Motion was made by Paul Daughtery and seconded by Betsey Bertram that the Economic Sustainability Commission recommends that the Board of Aldermen approve the proposed ordinance with the condition that the development include a performance standard that seeks to implement number 6 of the Local Living Economy Task Force Recommendations and support seek to recruit locally owned based tenants.

VOTE:

AYES: (6)

ABSENT/EXCUSED: (1)

NOES: ()

ABSTENTIONS: (1)

Associated Findings

By a show of hands, the Economic Sustainability Commission membership also indicated that no voting members have any financial interests that would pose a conflict of interest to the adoption of this amendment.

Motion was made by Matt Neal and seconded by Paul Daughtery that the Economic Sustainability Commission of the Town of Carrboro finds the proposed map amendment is consistent with Carrboro Vision 2020, particularly the following provisions relating to development and economic development.

The noted sections of Carrboro Vision2020:

2.1 Avoidance of Adverse Effects on Public Health and Safety

Infill development should take place in a manner that fulfills the town's goals and enhances neighboring areas. The town should develop policies that mitigate the adverse

impacts of infill development, with particular consideration given to roads, sidewalks, and aesthetic compatibility. The town should develop a process to mediate disagreements between developers and residents of existing neighborhoods.

2.42 Carrboro's Character

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 electric utilities to put their lines underground to allow for full canopy coverage.

2.53 Balance and Controlled Growth

Careful attention should be paid to the carrying capacity of the existing infrastructure as growth occurs.

3.0 ECONOMIC DEVELOPMENT

With the population of Carrboro expected to increase during the Vision2020 period, additional commercial development should be anticipated both downtown and in peripheral areas. Carrboro should seek to reduce the tax burden on single-family owners by increasing the percentage of commercial space in town.

3.1 Nature of Development

In the interest of environmental preservation, new commercial development must minimize negative environmental impact, it must emphasize appropriate buffers, and it must not compromise the integrity of established neighborhoods.

3.21 Downtown Vitality

The town should develop a plan to govern the continuing development of downtown. Toward this end, the town should adopt the following goals:

- To double commercial square footage in the downtown from that existing in the year 2000.
- To accommodate additional square footage by building up, not out.
- To increase the density of commercial property in the downtown area.
- To improve the downtown infrastructure (e.g. parking facilities, sidewalks, lighting, shading) to meet the needs of the community.
- To develop transit and traffic initiatives which enhance the viability of downtown.

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.

3.311 Shopping Centers

Before creating new shopping centers, the town should encourage those that exist to maximize their potential by adding stories when and where practical.

3.312 All shopping centers should be connected to residential areas with increased pedestrian access.

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 accommodations, home businesses, technology, retail, a variety of department stores, restaurants and entertainment.

3.63 Economic Diversity

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

4.0 TRANSPORTATION

The safe and adequate flow of bus, auto, bicycle and pedestrian traffic within and around Carrboro is essential. The public transit system serves to encourage non-auto travel and reduce congestion on existing roads. The town's Land Use Ordinance and economic development policies both address traffic flow in this expanding municipality.

4.12 The Town should continue to implement its connector roads policy.

4.31 The town should fully implement its bicycle and pedestrian network plan. This plan should identify links needed now as well as links that will be needed by 2020.

4.41 Established Roads

As a general policy, established roads should be widened to accommodate bike lanes and sidewalks, but not to provide additional lanes for automobiles.

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 pedestrian and bicycles, given the added load to the infrastructure and anticipated use of facilities.

Beven Ramsey April 14, 2015
Chair Date