

## Attachment B

Statement from Kevin Benedict of Main Street Partners:

Per our discussions, Main Street Properties (“MSP”) seeks a minor modification of the 300 East Main Conditional Use Permit (“CUP”) hopefully to approve one of two potential alternatives for the brick wall condition in front of the new Fleet Feet Building.

The first potential alternative would be to retain the wall in its present form and location with the condition that MSP maintain an open pathway of not less than 5’ in width on the south side of the wall (in addition to the Town’s brick-edged sidewalk on the north side of the wall) so that pedestrian flow can proceed on either side of the wall in that area into the plaza in front of the Fleet Feet building or along Main Street. The presence of an accessible path, existing wide stairway openings for other paths, and the wide at-grade connection to the east of the wall, would ensure that people can easily move between the pathways, along Main Street and into the open plaza and outdoor dining areas in front of the Fleet Feet building.

The second potential alternative is simply to tear down the existing wall and replace it with a similar small wall located approximately 5 feet to the south of the existing wall, such that there would be a wider area of sidewalk running immediately along the existing Town brick-edged sidewalk (and the wall would be 5’ back from the southern border of the Town’s brick-edged sidewalk). With this option, the effective width at the same elevation would be 10’ from the western edge of Main Street’s property until the sidewalk narrows near the intersection of Lloyd and Main due to Chapel Hill-Carrboro traffic signal and Duke Power utilities interactions.

The issue of the wall’s current installation arose after a miscommunication between MSP’s consultants and the Town in 2014. The communication issues have been resolved, and the goal is to get this right in the Town’s view and to work promptly to implement whatever alternative is selected by the Board.

The need for a wall was discovered after MSP’s engineers determined that the schematic design elevations underlying the 2008 CUP package were erroneous and would not properly tie in with the Town’s storm water infrastructure. Further, the cross-slopes on sidewalks in front of the Fleet Feet building were necessarily reduced to 1.5% to with stamped-concrete sidewalks (required by the CUP) to ensure ADA compliance. Accounting for the foregoing, and numerous other smaller engineering tweaks made to ensure safety, proper water flow and ADA compliance, a small wall was required to ensure public safety and usability in dealing with the variable grade differences between the first floor elevation of the Fleet Feet building and the sloping elevation of Main Street.

MSP looks forward to receiving the Town Board’s decision and implementing the approved resolution.

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