

SUMMARY SHEET OF STAFF AND ADVISORY BOARD RECOMMENDATIONS
CONDITIONAL USE PERMIT FOR
Shops at Lloyd Farm, Phase 1

Environmental Advisory Board:

1. Appreciate the selection of native trees in the tree planting list, but recommend that you choose native perennials, shrubs, and grasses in order to help the plants survive droughts and impacts from the heat island effect. Native plant species will also provide benefits for local wildlife. Also, recommend planting native species around the bioretention areas to avoid non-native plant seeds entering waterway. Recommend utilizing the Native Plant Society and NC Botanical Gardens as resources for choosing native plants. Recommend locally sourcing the native plants.
2. Propose that this development is held to the lighting standards in the Land Use Ordinance regarding pole height and luminosity. We propose that the applicant should better justify the need for relief from the requirements of the Land Use Ordinance. We recommend that LEED principles are followed with respect to lighting of the parking lot.
3. Recommend working with local groups to install murals on the rear elevation of the Harris Teeter Building facing Old Fayetteville Road to prevent the need for using non-native shrub species for additional screening. If the rear elevation of the building will require shrubs for screening, we recommend using inkberry (*Ilex glabra*) or wax myrtle (*Morella cerifera*).
4. Recommend consulting the Green Growth Toolbox to ensure habitat connectivity.
5. Like to request that the town facilitate establishing a channel of communication between the EAB and the staff at CH Transit to address concerns about the placement of bus stops in future phases.

Transportation Advisory Board:

6. Separate traffic calming considerations need to be made for Carol Street before and after the completion of phase 1 so that the financial contribution from the developer is used to address the impacts of the development rather than the existing conditions.
7. Add bike loop detectors and green paint bike lane markings on Old Fayetteville Road through its intersection with NC HWY 54, or other Intersection Crossing Marking treatment identified in the NACTO Urban Bikeway Design Guide pages 122-140, which can be found at: https://nacto.org/wp-content/uploads/2011/03/NACTO_UrbanBikeway_DesignGuide_MRez.pdf

8. There is currently an electronic No Right Turn On Red signal which lights up for a few seconds when the pedestrian phase crossing NC 54 is activated, this needs to either be made into a permanent No RTOR or extend the duration of the No RTOR signal.
9. The developer may say that the sidepath project which has been accepted into NCDOT STIP as EB-5994 will fit based on their current designs but they need to show it on the plans to confirm this.
10. Additionally, the driveways along NC 54 need to be designed to accommodate offsetting the future sidepath back from the roadway, in order to allow storage of a vehicle which may enter the development from the leftover turn lane at a high speed (as gaps on NC 54 are often short and infrequent) which will increase safety by reducing the likelihood of a conflict between vehicles and people on the sidepath.
11. Reduce the turn radii for right turn bays entering the development as this will reduce vehicles speeds and increase safety.
12. Add more street trees along the internal roadways to provide a buffer between cars and pedestrians.
13. Use raised crosswalks along Merchant Way instead of painted crosswalks, especially at the crossing to the neighborhood connection to Carol St.
14. Reduce the internal street width as much as possible.
15. The 28 bike parking spaces located to the north of Harris Teeter need to be moved closer to the entrance, alternatively add additional bike parking at the entrance of the Harris Teeter to make it more visible and ensure high rate of utilization.
16. Increase the total amount of bike parking and have it better distributed around the site.
17. Shift bike lane on north Old Fayetteville (on approach to the site driveway) to be placed on the curb and not in between two vehicle lanes, offset the bike lane prior to the site driveway to improve visibility of cyclists, add bike markings through the intersection, and identify conflict areas as specified in the NACTO's Don't Give Up at the Intersection Bicycle Crossings Design Guide, pages 9-15, in particular page 13. This reference can be found at: https://nacto.org/wp-content/uploads/2019/05/NACTO_Dont-Give-Up-at-the-Intersection.pdf
18. The accessible parking space crosswalk hatching leads directly into the drive-through grocery pickup lane, this should be shifted to provide connection to the center pathway through the parking lot or other location where conflicts are less likely.

Appearance Commission:

17. That the backside of the Harris Teeter along Old Fayetteville Road include murals, vine type of plantings etc. in order to “soften” the façade.
18. That the proposed split rail fencing along Highway 54 adjacent to the amphitheater contain some type of mesh fencing in order to keep children from entering the roadway.
19. That the possibility of solar panels and a green roof be installed on the top of the Harris Teeter.
20. Improve the looks of the gas station and also, the landscaping adjacent to the gas station.

Planning Board:

21. We appreciate that the applicant has given a lot of thought to how the development will appear to visitors on-site. However, we feel that the applicant has given less thought to how drivers will experience this gateway to Carrboro from the outside – in particular the experience for drivers on Old Fayetteville Road. The landscaped area located between Harris Teeter and Old Fayetteville Road will not sustain an adequate vegetated buffer. An adequate buffer is of paramount importance as the lot behind Harris Teeter will have parked trucks, trash compactors, transformers, and other unsightly facilities. Either the applicant should increase the width of the landscaped area and move the Harris Teeter building to the east, or provide a masonry wall of at least 12’, broken up with regularly spaced pilasters, and featuring some vegetation facing the road; for example: climbing vines on a trellis, espalier trees, wax myrtles. As a condition of this CUP, the Planning Board recommends that the Board of Aldermen require one of these reasonable solutions. We would also like to note that the Planning Board supports the reduction in parking. We also support the staff recommendations currently associated with the CUP.

Stormwater Advisory Commission:

17. Encourages the consideration of green infrastructure and low impact development practices. We are discouraged at the response received, which does not suggest the serious consideration was given to this recommendation, nor does it appear to make sense.
18. The applicant responded “Expanded areas for additional stormwater management areas would require reductions in buffers to the north and less open space in the amphitheater area. Site limiting factors include the presence of shallow rock that limits SCM infiltration opportunities.” However, we do not understand how many of the recommended GI and LID practices are constrained by these factors, or would result in these impacts. For example, shallow rock does not limit green roofs, nor would many LID practices impinge on buffers.

19. In our experience and understanding, LID practices typically result in a smaller site/disturbance footprint and can also offer more redundancy and, therefore, resiliency. Collecting and treating stormwater in more and smaller locations integrated across the site as opposed to solely in three large SCMs would reflect a greater commitment to innovative stormwater management that is better suited to the reality of climate change and associated changes in storm intensity and recurrence that we are experiencing.
20. Appreciate that the applicant is complying with condition regarding the 50 and 100 year storm events. However, we recommend that the applicant also consider climate change in selecting the flows for the design storms and the applicant stated “The latest precipitation data from NOAA Atlas 14 is being used for this project.” The latest Atlas 14 does not consider future climate change, but IFD (precipitation intensity, frequency, and duration) curves for storms based on future climate projections do exist and ought to be considered.
21. Appreciate that the Board has referred review of LUO stormwater provisions to the SWAB that would speak to this need, and anticipate that our response will be to recommend inclusion of future IFD projections in stormwater design standards. We recognize that these changes are not yet effective for this application. Regardless of the IFD curves employed and to reiterate, we believe that more could be done through LID practices to increase the resiliency of this project’s design to future climate conditions.
22. Would like to see the landscaping design better maximize the ecosystem services that can be provided in and adjacent to Stormwater Control Measures. For example, the ponds and surrounding landscape could be planted with more plants, with species native to the Piedmont, to maximize wildlife and pollinator habitat and carbon sequestration.

Economic Sustainability Commission:

23. Analyze in more detail green building techniques and opportunities related to building design related to energy efficiency and sustainability, with respect to and with sensitivity to climate change.
24. With respect to encourage the inclusion of local businesses within the retail and restaurant portions of the project with respect to the Buy Local principle.

