

| SUMMARY SHEET OF STAFF AND ADVISORY BOARD RECOMMENDATIONS CONDITIONAL USE PERMIT FOR THE ARTSCENTER, 315 JONES FERRY ROAD | |
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| STAFF RECOMMENDATIONS | |
| I. Staff Recommendations (w/ Advisory Board support where applicable): | <i>Explanation: Staff recommendations, primarily related to LUO compliance and are represented by #s 1-5 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, SWAC | 1. That the Town Council finds that 39 parking spaces are sufficient to serve The ArtsCenter project. This finding is based on information provided by the applicant regarding the alternative modes of transportation to get to and from The ArtsCenter. |
| Staff, PB, TAB, EAB, SWAC | 2. That NCDOT must issue a driveway permit for the project prior to approval of the construction plans. |
| Staff, PB, TAB, EAB, SWAC | 3. That the applicant shall provide to the Zoning Division, prior to the issuance of the Certificate of Occupancy for the building, 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, SWAC | 4. That the developer shall include detailed stormwater system maintenance plan, specifying responsible entity and schedule. The plan shall include scheduled maintenance activities for each unit in the development, (including cisterns, bioretention areas, swales, check dams, and irrigation pond), 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 Stormwater Utility Manager for approval prior to construction plan approval. Upon approval, the plans shall be included in the homeowners' association documentation. |
| Staff, PB, TAB, EAB, SWAC | 5. That per LUO Section 15-92.1 the town shall receive in writing from NC DWQ information confirming that formal EMC approval is not required related to encroachment into the Zone 1 stream buffer or such approval shall be granted by EMC, prior to approval of the construction plans. |

| ADVISORY BOARD COMMENTS / RECOMMENDATIONS | |
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| II. 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 Council 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 reworded as Conditions |
| TAB | 6. The developer shall commit to increased neighborhood engagement to ensure that concerns of the local community are addressed. This needs to include a specific conversation about providing connectivity from Prince Street to the site, addressing security concerns of the local neighbors, and preventing excess parking from occurring on Prince Street. |
| TAB | 7. The developer shall provide records of the community engagement that has been performed as part of the site development process, along with demographic information and zip codes of the people they engaged with. |
| TAB | 8. Increase the total bike parking to 16 spaces with half of those covered. |
| TAB | 9. The developer shall continue to explore satellite parking options for employees in order to minimize the amount of on-site parking through any means. |
| TAB | 10. Developer shall develop and implement a plan to mitigate overflow parking, including outreach to adjacent neighbors. |
| EAB, Stormwater | 11. We do not recommend changing the stormwater requirements in the Land Use Ordinance solely to accommodate this project. |
| EAB, Stormwater | 12. Failure to meet the Town’s stormwater requirements is an environmental justice issue as it could lead to negative impacts for residents downstream. |
| EAB, Stormwater | 13. We would like to see this project move forward at this site. However, if the applicant cannot meet the Town’s stormwater requirements, we do not recommend the project’s approval. |
| EAB, Roof Options | 14. We understand there are cost constraints for solar, however, we encourage you to apply for a grant from Orange County Climate Action Grant Program and/or investigate solar leasing. We are happy to help with this process. In addition, the building should be solar ready. |
| EAB, Transportation | 15. We recommend that the applicant provide infrastructure for electric vehicle charging for 20% of the proposed parking spaces. |

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| EAB, Transportation | 16. We recommend installing as much bike parking and covered bike parking as possible, going above and beyond LUO requirements for bike parking and covered bike parking. |
| EAB, Transportation | 17. We are concerned about the impacts of pedestrian foot traffic when bringing people into the natural areas of the property. This could lead to litter in the stream and could negatively affect the soil in the stream buffer. |
| EAB, Transportation | 18. The parking lot configuration is not ideal from a standpoint of traffic flow. |
| EAB, Transportation | 19. Keep bicyclists in mind when exploring any changes needed to the traffic configuration on Jones Ferry Road. |
| EAB, Transportation | 20. We recommend that the applicant dedicate an additional 5 feet to the right of way on portion with 5 foot sidewalks. |
| EAB, Transportation | 21. That the applicant has agreed to work with NCDOT on crossing location for Jones Ferry Road. |
| EAB, Transportation | 22. That the applicant has agreed to continue to work with Chapel Hill Transit a.) on a stop location and consider an artistic treatment of the stop b.) provide covered bike racks near the front entry, convenient to Jones Ferry Road c.) widen the public sidewalk at the front of the building to 10 feet. |
| EAB, Trees and Vegetaion | 23. We would like to request that every effort possible be made to protect the 42” oak tree. |
| EAB, Energy Efficient Measures | 24. We recommend using electric instead of natural gas in order to meet Carrboro’s climate goals. Producing and transporting natural gas (composed of primarily methane) represents significant greenhouse gas emissions, which in the short term are significantly more potent than carbon dioxide. |
| EAB, General | 25. We have some concerns about how this project will change and gentrify the existing neighborhood. |
| PB | 26. That the ArtsCenter continue outreach and collaboration with the surrounding neighborhoods with regards to parking, programming, etc. The ArtsCenter should seek to serve their neighbors, including by offering discounted or otherwise preferred access to programming and services. |
| PB | 27. That the ArtsCenter make additional effort to reduce overflow parking in the Lincoln Park neighborhood by, for example, making arrangements for satellite parking for staff and/or visitors, securing temporary offsite parking for large events, arranging for shuttle bus transportation from satellite and offsite parking, notifying visitors (including with signature) that parking in surrounding neighborhoods is not permitted for ArtsCenter events, and encouraging multi-modal transit to the ArtsCenter. |

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| <p>PB</p> | <p>28. The Planning Board recognizes that the restraints OWASA imposes on planting and fences over sewer lines will not permit the ArtsCenter to put a fence or dense plantings on the south boundary of the site such that access would be blocked. While the Planning Board is not in favor of restrictions to pedestrian connectivity, the concerns we heard from neighbors on Prince and Barnes Street deserve to be heard and give the same consideration that other neighborhoods in Carrboro have received under similar circumstances. The Town Council should continue the conversation beyond this single project, and seek to meet the neighborhood’s needs for parking and traffic mitigation, including but not limited to creating safe sidewalks on Barnes St and improving pedestrian safety at the intersection of Barnes and Jones Ferry.</p> |
| <p>SWAC</p> | <p>29. If the council determines that issuing a permit may be desirable, resubmittal of a Stormwater Impact Analysis that addressed the below points be required prior to final permit review:</p> <ul style="list-style-type: none"> a.) Staff approval of compliance with all LUO provisions, including 15-263(g)(3) and 15-92(k). That written documentation from the State be received to demonstrate compliance with 15-92(k) prior to permit issuance. |
| <p>SWAC</p> | <p>30. The applicant to submit to staff:</p> <ul style="list-style-type: none"> a.) Additional SNAP tool calculations and accompanying plan view drawings of SCM locations for, at the minimum, infiltrating permeable pavement, and preferably, for other SCMs with greater volume reduction ability. b.) Additional and technically based justification for why infiltrating permeable pavement is not feasible on this site. Field based information (seasonally high water table determination and soil testing) to determine the feasibility of infiltration based SCMs. <p>c.) a flood analysis of the impacts of buffer incursion on upstream and downstream flood elevations and in-stream channel stress.</p> |
| <p>SWAC</p> | <p>31. As part of construction plan approval, the applicant to submit written documentation from NCDEQ and the USACE about the need for and potentially receipt of a 401/404 certification/permit given the grading plan and channel disturbance.</p> |