

DOWNTOWN CARRBORO

NEW VISION



Prepared by:

WALKABLE COMMUNITIES, INC.
TRIAS & ASSOCIATES



Downtown Visioning Charrette

**Carrboro, North Carolina
September 13 - 17, 2001**

Charrette Report

Prepared for:

Town of Carrboro

February, 2001



This report was prepared for the Town of Carrboro by Walkable Communities, Inc., and Trias & Associates. For background information on details found in this report contact Dan Burden, Director, 904-454-3304. Walkable Communities, Inc. provides more information at website: www.walkable.org

Dan Burden, Director of Walkable Communities, Inc shares the magic of digital photography with two children.

WALKABLE COMMUNITIES, INC.

Dan Burden, Director
Michael Wallwork, P.E.
Sue Newberry,
Peter Lagerway
Danny Pleasant

TRIAS & ASSOCIATES

Ramon Trias, AICP, Town Planner
Celine Hardan

Disclaimer

The contents of this report represent the knowledge, experience, and expertise of the citizens and authors in providing ideas and concepts to improve safety, access, mobility and livability through streetscaping, transit, walking, bicycling enhancements and other traffic management strategies. This report does not constitute a standard, specification, or regulation, and is not intended to be used as a basis for establishing civil liability. The decision to use any particular measure should be made on the basis of engineering studies of the location. This report is not a substitute for sound engineering judgment. Adherence to the principles found in this report can lead to an overall improvement in neighborhood and community livability.

Table of Contents

Background, Values and Priorities	5
Overview of report contents and the process used	
Recommendations	7
Concepts and principles recommended by the Consultants to achieve the vision defined by charrette participants	
Buildings	7
Parking	11
Downtown Identity	12
Walkability.....	13
Public Space	16
Transit, Trolleys, Trains and Buses	19
Action Steps	20
Implementation strategies based on Recommendations	
Projects	20
Planning, Policies, and Operations	26
Bibliography	34
Appendices	35
Priority Votes, Focus Group Minutes, Walkable Communities Principles, Charrette Guide	

Background, Values and Priorities



This is a report of the process and outcomes of a downtown community visioning process conducted in Carrboro, North Carolina from Thursday, September 13, 2001 through Saturday, September 15, 2001. A series of public workshop events, collectively referred to as a “charrette,” provided citizens and staff with multiple opportunities to voice their concerns and contribute their ideas to define a vision of the future for the downtown core.



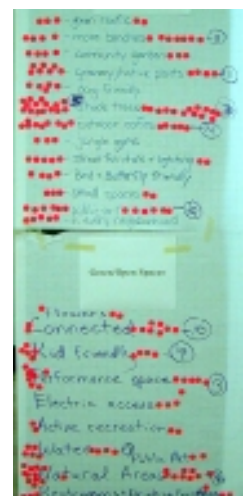
Hundreds attended. They participated in field tours, watched training slides, and gathered together to express their ideas graphically. In one interactive exercise, facilitator Dan Burden asked participants to list five key values for Carrboro. In another, he invited people to list and then vote for their top priorities. The Consultant team compiled all input, refined the ideas and presented a preliminary vision on November 10, 2001.



The citizens of Carrboro who attended found common ground in their values. They identified top values of diversity and inclusiveness. They said they want to live in a friendly place that is green, walkable, safe, and beautiful. They value art, music, and a sense of community.



Participants defined downtown development priorities. Building heights were a top priority for participants, with 45 votes for some 4-5 story buildings and 33 votes for a variety of heights. Traffic, business diversity, and green spaces were also top priorities, with other issues such as housing following closely. Details of priority rankings are listed on page 35.





A participant offers her values.

The maps developed by participants further define the priorities of the people. Historic preservation, bicycle lanes, connections between residential and commercial areas, and increased public space were some of the recurring concepts. Many creative possibilities were suggested.

The vision for the downtown was clear. Participants want a diverse, friendly downtown core where they can shop, work, or gather to enjoy their community and its culture. The success of the Weaver Market events and the Farmers Market has given people a taste of the future they desire. Now the town and its citizens are ready to move toward a more vibrant, beautiful, economically sustainable core.



Participants compare values.

It was not an easy task to evaluate and compile all input into a practical plan that will become reality. Not all elements can be addressed. For example, some participants identified bicycle lanes and trails on their maps. These are not incorporated into the downtown vision presented because a separate policy has been developed. At some point, the portions of this plan that pertain to the downtown area may be integrated into the downtown plan, but that task goes beyond the scope of this report.



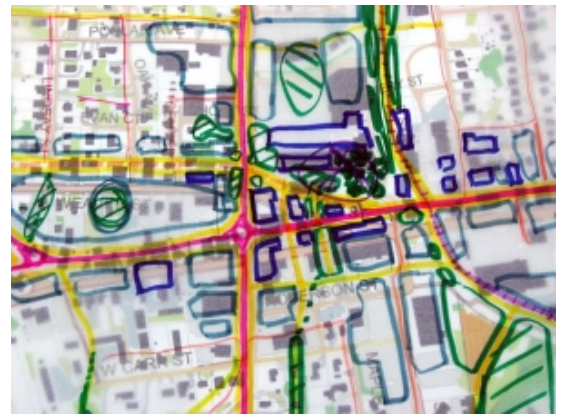
Values and priorities are indicated on map overlays for discussion.

The sections that follow detail recommendations, projects, and Town actions that, in the opinion of the Consultants, will create the vibrant, diverse, beautiful place to live, work, and spend leisure time that was envisioned by charrette participants.

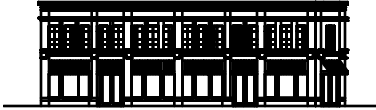
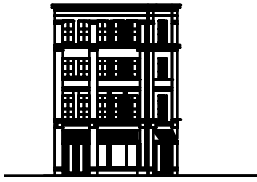


Citizen designers present their vision.

The workshops and walking audit, shown below, resulted in citizens' designs, as shown at right.



Recommendations



Buildings with similar traits create a street that is perceived as highly ordered and cohesive, in spite of significant stylistic variations.



Historical buildings such as the one below from another community enhance community identity and create attractive focal points. Charrette participants placed a high value on historic preservation.



Consultants evaluated input from participants, studied background material, and assessed current conditions to develop recommendations. This section explains the recommendations and some of the underlying principles and concepts.

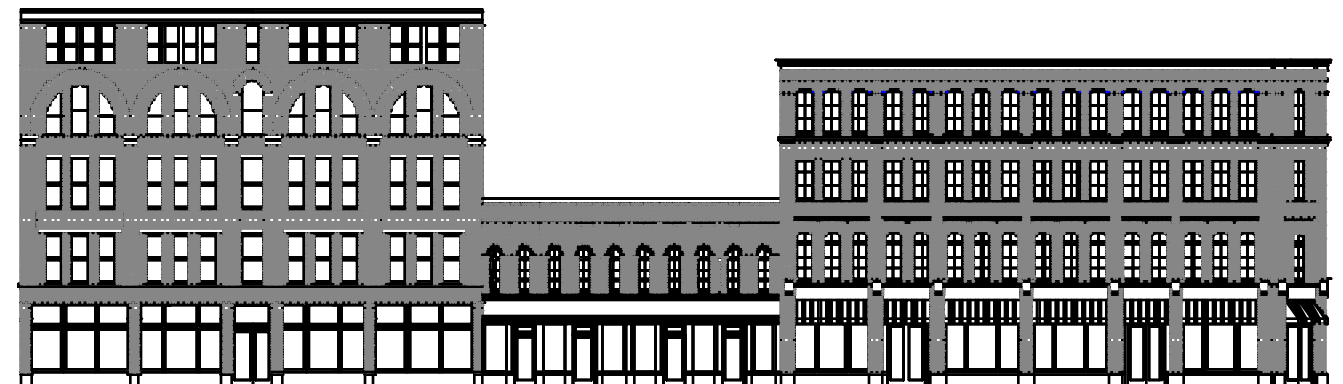
The essential ingredient in attaining the community's vision is to make better use of the available land and public space. A more compact land use pattern with few vacant parcels or parking lots between buildings is necessary. New mixed-use buildings, enhanced appearance of existing buildings, and additional parking will open the downtown to new enterprises and residents. Streetscaping, gateways, and amenities are recommended to strengthen the downtown identity. Pedestrian links, sidewalk and crosswalk improvements, and pedestrian scale lighting are recommended to enhance walkability. Some of the public space currently dedicated to vehicles should be transformed to provide more space for downtown activities and identity. These efforts should embrace a future that includes greater use of transit, trolley, trains and bicycles.

Buildings

Having buildings with similar designs is a trait common to all successful urban districts. For purposes of this report, an urban district refers to a geographic area that contains the characteristics of a city. When consistent building types are used the street is perceived as highly ordered and cohesive, in spite of significant stylistic variations.

Historic Preservation

The preservation of buildings with architectural merit was a priority for most charrette participants. Architectural styles should be documented with measured drawings, and old photographs. Every effort should be made to facilitate their restoration.





Encourage consistent rhythm of openings. Require no less than one entrance every 60 feet and no less than 60% glass at ground floor.

Require use of brick and painted storefronts consistent with historic precedents.



Require a consistent building line along sidewalk.

Encourage pedestrian amenities, such as arcades and awnings designed to provide shade and shelter.

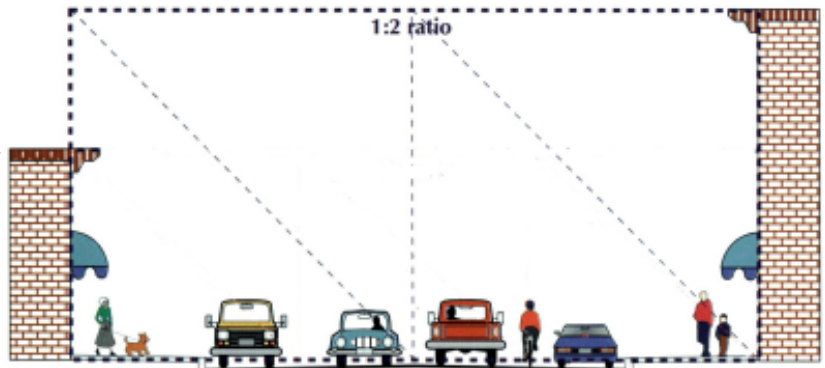
Historic preservation activities should provide inspiration for new buildings. Far too often, cities that emphasize the restoration of historic structures fail to make a direct connection between the features and attributes worth preserving, and the need to apply comparable standards to new construction. In fact, from the point of view of urban design and town planning, there should be few distinctions between the design principles of old buildings and current practices. Good ideas should apply to all buildings, and the best source for ideas are the most outstanding examples of past architecture.

New Buildings

New buildings should be inspired by fundamental design principles of existing historic structures. Some of these principles are indicated in the photos and captions. In addition, their massing and general layout should be compatible with the character of the district. This does not mean that new buildings must slavishly copy old architectural details. Instead, this concept suggests that all buildings should strive for harmony and compatibility.

Building design principles in successful redevelopment projects are based on concepts of massing, scale, and composition that are common to all successful urban districts and neighborhoods. The width of the public space needed for a comfortable ratio should be established by the dimen-

The diagram at right illustrates a human-scale ratio between heights of buildings and the distance between facades. Most architects agree that this ratio should be between 1:1 and 1:3 in a community like Carrboro. This illustration is adapted from "Main Street: A Handbook for Oregon Communities" published by the Oregon Department of Transportation.





sion between the facades of the buildings. Even though increased density is desirable, the consultant team recommends maintaining a ratio of 1:1 to 1:3 between the height of the buildings and the width of the public space. Public space in this case is defined as the distance between the facades of facing buildings. In other words, the height of buildings should be proportionate to the distance across the street.



In redevelopment projects, it is recommended that new buildings be designed to harmonize with neighboring structures in terms of the building types. The following guidelines and illustrations suggest an appropriate concept for downtown Carrboro based on the input of the charrette participants:

Multi-story buildings, with retail or office ground floor and office or living space above, create the density needed for a vibrant, self-sustaining downtown core.

1. Encourage building heights compatible with adjacent and nearby structures
2. Require prominent molding between first and second story in commercial and mixed-use buildings
3. Require cornices or ornamental parapet at the top of a building
4. Require vertical articulation of facade
5. Require glass surfaces between 40% and 80% of total facade, with 60% minimum at ground floor
6. Require a building entrance from street every 60 feet or less
7. Encourage architectural features which are compatible with the general aesthetic character of the historic Main Street area and with the design of adjacent buildings, such as use of brick for commercial buildings; use of porches in residential areas, etc.

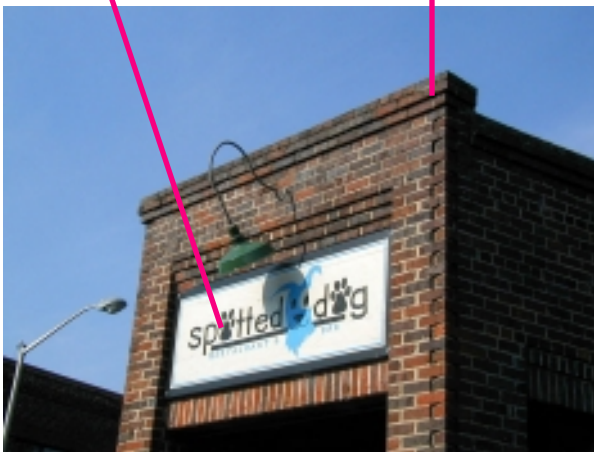


Provide well-defined location for signs. This location should be uniform among all buildings, and should be incorporated as an architectural feature.

Require molding at top of first floor. This line will give cohesion to a mixed-use building by separating commercial use from office or residential. This is important, as commercial retail uses change signs and displays often.

Articulate building--simple molding or cornice

Articulate base of building





Each building has an opportunity to contribute to a quality place. These photos show multi-story mixed-use buildings in other communities that may suggest possible options for Carrboro development. Store fronts are at ground level to welcome shoppers. Upper floors can be devoted to office and professional space, or for residential purposes.



Site Planning Concepts

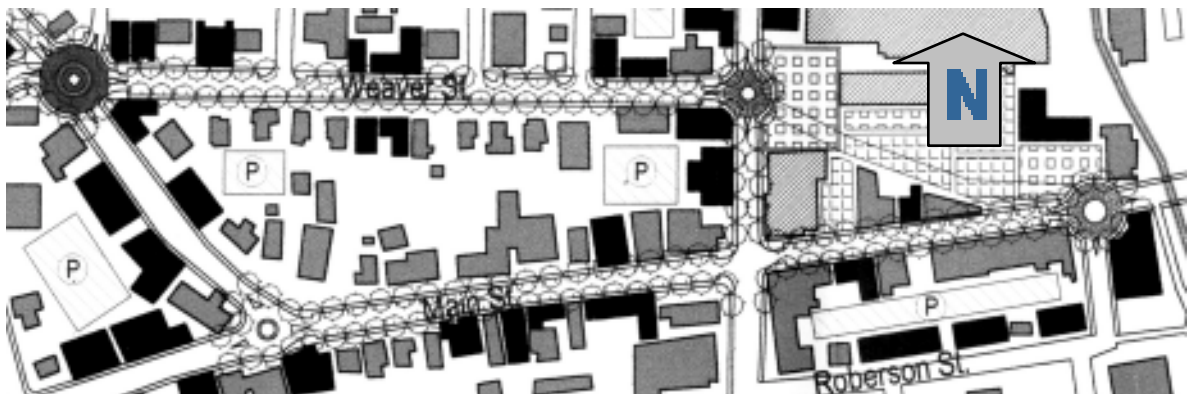
High quality urban buildings follow very specific site design principles. Without proper siting, even the most ornate and well conceived structure would not contribute to the overall quality of life of a street, a block, or a district. Too often, simple decisions about the location of entrances or parking can make the difference between a lively street and an unpleasant road. The following principles should be used as a guide to design and evaluate proposed site plans:

1. Locate front of building adjacent to sidewalk
2. Place parking behind building and access through back alley
3. Locate services on alley or back parking lot. This includes trash containers, transformers, power lines, and the like

Mixed-use

Mixed-use buildings combine a number of uses including retail, office, residential, and even parking. Encouraging affordable housing as a component of mixed-use in-fill building brings a number of benefits. Allowing more people to live downtown will increase the amount of shopping done there. Allowing employees and business owners to live downtown eliminates the need for commuting, thereby easing traffic and parking needs. Finally, mixed-use housing allows people to occupy the downtown twenty-four hours a day—not just during business hours. Safety is enhanced because of more “eyes” on the street and opportunities for social interaction are multiplied. Therefore, in-fill development represents a great opportunity to develop the cohesiveness and critical mass, which will bring prosperity to downtown Carrboro.

The public identified many possibilities for development to meet deficiencies in commercial, cultural, and living space. Precise building location and use will be determined as development opportunities arise. Emphasis was placed on small to medium structures west of the railroad tracks.



The buildings in black show how new buildings can complete the fabric of downtown Carrboro.

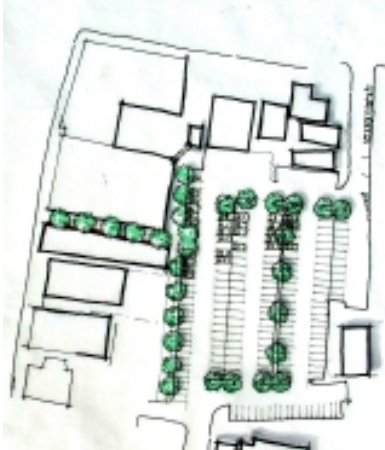
Parking



Parking must be easy to locate and access but it should blend with its surroundings.



The photo above shows how existing parking appears uncoordinated. The conceptual sketch, from another community, illustrates how parking can be pooled. Vehicle access is shared, and a pedestrian link is shown at left.



Existing buildings are in red. Parking is in pink and white. Though parking may be perceived as a problem, the amount of space already devoted to parking appears ample.

The Consultant team found that downtown has random, casual and disorganized parking lots that consume valuable space. According to town statistics, there is more than one square foot of parking for each square foot of commercial building. Though parking is perceived as a problem, this is likely not a lack of physical space. More likely, it is the location of parking that is the problem. Although people will walk as far as 1200 feet to access shops in a large mall, there is an expectation of curbside parking in downtown areas.

Territorial boundaries by businesses and property owners prevent off-street parking capacity from flexibly matching parking needs. Many of these small parking areas, such as those behind structures on the southern side of Weaver Street, could be pooled into large, attractively landscaped parking areas. The number of driveways into existing lots could be consolidated, reducing congestion on the streets, adding on-street parking in some areas, and improving walkability through driveway reduction. Large service vehicles such as garbage trucks, tractor-trailers, and fire engines would have more room to maneuver in larger, consolidated parking lots.

As a first step toward enhancing Carrboro's unique image, clear and distinctive signage needs to be designed and installed to alert motorists of the existence and whereabouts of ample off-street parking. Additional on-street parking can be added on Roberson Street and on East Weaver Street in conjunction with recommended changes in the street configuration.

Charrette participants wanted to preserve their free parking, rather than use meters to manage parking. Managing curbside and off-street parking by establishing parking zones ranging from 30 minutes to all day would help keep the most convenient spaces open without using meters. Employees should have their own designated free, all-day parking at a short distance from where they work, to reserve the closest parking for customers. Strict code enforcement is essential for effective parking management.

These efforts take advantage of existing opportunities. The increased marketability of Carrboro that will accompany the aesthetic improvements will provide additional opportunities for parking that is submerged or on the rooftops of new buildings.





Downtown Identity

Downtown Carrboro must fully develop its unique identity in order to realize its market potential. The gateway entrances and street edges offer an opportunity for a rhythmic, repetitive theme that enhances the unique qualities of the Town. The centers of gateway roundabouts are excellent sites for public art, water fountains, or other features. The edges of the downtown core should be demarcated by tasteful yet distinctive features that clearly identify the heart of Carrboro. Transit stops, information kiosks, lamp posts, signs, bicycle parking areas, benches, trash cans, outdoor gathering places, and public art sites are examples of potential identity opportunities.



A consistent design theme for street features such as kiosks and transit stops will tie the downtown together and emphasize its distinct qualities.

The Town should develop and adhere consistently to a streetscape and landscape master plan that establishes a planting scheme, the style of various amenities, and a systematic approach to signing for motorists and pedestrians. A consistent, repetitive theme builds identity. Landscaping should be used to create attractive edges at parking lot entrances, along existing set-back buildings, gas stations, and streets, where possible. Use low-growing shrubs and trees trimmed up 8-10 feet to protect visibility between drivers and walkers.



Charrette participants identified a number of qualities that distinguish Carrboro, including “quirky,” “artsy,” and “historical mill-town.” In planning the future and selecting a theme to emphasize identity, special care must be taken to preserve the best of the past. Nostalgia has proven again and again to be an important ingredient to the financial success of downtowns.

Design principles apply to parking garages as well as other buildings in the downtown core.



Though this might not be Carrboro’s look, it demonstrates that theme elements can be used to provide comfort and identity.



Walkability



Creating a more walkable environment requires attention to detail. Separate walkers from cars, parked or moving, with landscaped edges. Eight foot wide sidewalks are absolute minimums in the downtown core. Note the parking meter at the far right and diagonally parked cars in the background.

Sidewalks

Sidewalks in the downtown area should be smooth, continuous and at least eight feet wide, with a preference for ten to twelve feet. Sidewalks should be buffered from motorized traffic by planter strips, bike lanes, and on-street parking. Planter strips bring streets to life with the beauty of landscaping and space for attractive street furniture, lighting, and other amenities. Planter strips provide places outside sidewalk space for traffic signs, fire hydrants, utility boxes and other operational elements of streets.

Sidewalk and crossing materials should be consistent throughout the downtown core. Concrete could be colored, patterned, or otherwise textured in ways that do not negatively impact wheelchairs and other users. Bricks, paver stones and asphalt are three other popular materials. Driveway widths should be as narrow as possible. Two wheelchair ramps should be provided at every corner as shown in the photo. Sidewalks that do not meet these requirements should be replaced.



Materials for sidewalks should be consistent throughout the downtown.

Sidewalks are built to last many years, and should therefore be build wide enough to accommodate the walking traffic Carrboro can expect in the future. Enhanced transit, including light rail, regional growth, and special events will all result in increased walking.





Crossings

Crosswalks should be well lit, marked with highly visible markings, and provided at frequent intervals. Long blocks, such as Weaver Street west of Greensboro Street, need several mid-block crossings. Refuge islands and medians should be provided, especially in high activity areas such as the Weaver Street Market. Refuges are created at roundabouts by the splitter-islands. Signalized intersections should provide adequate time for pedestrians to cross and should not require a pedestrian to push the button for a walk interval in the downtown core.



Bulb-outs, which are extensions of curbing that reduce lane widths, should be installed where feasible. Bulb-outs shorten crossing distances for pedestrians. Bulb-outs at intersections also slow turning traffic, provide added space for street amenities, protect parked vehicles, and improve sight lines.

Shown above are examples of existing mid-block crossings.

Links

Attractive, convenient connections between residences and the downtown, and between parking areas and probable destinations, promote walking and should be provided whenever possible. These links create continuity and offer opportunities to strengthen downtown identity with kiosks, signing, and other attributes.



Refuge islands in the center of the crossing, as shown above, and bulb-outs (curb extensions), shown below, allow pedestrians to select a shorter gap in traffic to cross. The crossing distance is shortened.



Charrette participants explained that there was once a link through the historic buildings on Main Street. Links such as this should be restored whenever possible. Continuity within the downtown can be aided by paying attention to the small spaces. Alleys can be transformed, and a vacant lot can become a pocket park.

Interior lighting, from ground floor and upper level windows as shown in this photo, provides warm, radiant light that welcomes walkers. The photos at the bottom of the page are examples of street lighting fixtures other communities have found attractive.



Lighting

People walking along streets seek a steady flood of low angle light at night. Street lamps enhance many themes, conveying moods reflective of modern downtowns, historic neighborhoods, revitalized industrial areas, mountain or beach communities. Carrboro should select lighting fixtures that support a consistent landscape/streetscape theme.

Attractive streets at night have three lighting elements. The first combines pedestrian-scale and higher vehicle luminaires. The lower lamps are placed to provide warm radiant light creating continuously lit corridors. The higher light poles provide more diffuse, general area lighting

The second source of light should be theme lighting. This element often includes lights focused on building edges, crowns, entryways or other locations celebrating buildings and plaza space. Trees can also be lit.

The third source of lighting is the warm, radiant glow of lights from ground level shops. These lights are set on timers and should remain lit until a designated hour, such as midnight on week nights, or 2:00 a.m. on weekends. The combination of these three sources of light create welcoming, secure, night conditions inviting evening walks. Increased presence of people making use of corridors for night walking and gathering adds real security, and hence, social interaction, vitality and economic success.



Public Space



The Vision Map on page 20 depicts many changes to the public roadway space, including roundabouts and additional open space near the Weaver Street Market. The redesign of the *road as a public space* is a principal concept in urban redevelopment. This entails a fundamental shift in road design philosophy from past practices. Road design concepts tend to address issues in isolation. To illustrate, if excessive vehicle traffic is a problem, a typical solution would comprise the widening of the road. However, little regard would be given to the effects and consequences of this change in other aspects of the function or the appearance of the street. *Public spaces*, on the other hand, are complex. They are designed for people. Therefore, great emphasis is placed on pedestrian safety and comfort.



Public outdoor gathering places are almost universally welcome and inviting. Whether a large plaza or an intimate table for two, people gravitate toward welcoming places.



These two photos share a common element: a low wall that can be used for informal seating. Water features, such as fountains, reflecting pools, and recirculating water falls help promote a soothing and tranquil ambience.

A four-leg intersection has 75 percent fewer conflicts between vehicles and pedestrians and other vehicles, compared to a conventional four-leg intersection.

Roundabouts: An Informational Guide, Federal Highway Administration

Roundabouts

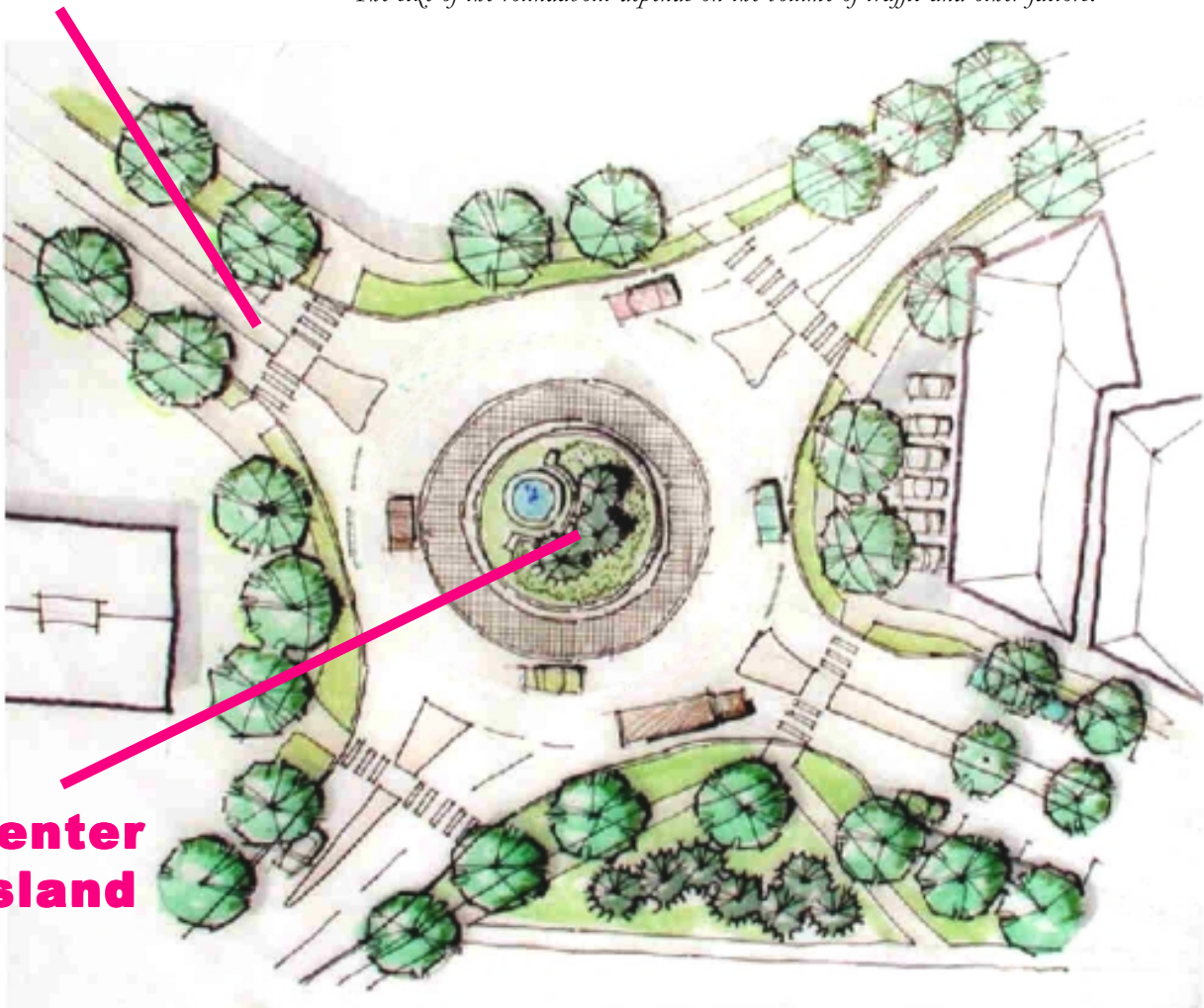
Roundabouts offer opportunities to provide attractive entries and focal points. Center islands and splitter islands are often landscaped and may contain features such as gateway signs or prominent statues. Even more important than their aesthetic value are their safety benefits.

A series of roundabouts designed for speeds of 15 to 20 mph will calm the downtown traffic, reduce traffic noise, and promote speed consistency and smooth traffic flow.

The streetscape/landscape master plan should include a distinctive scheme for the roundabouts that contributes to the repetitive theme used to enhance downtown identity. The maintenance cost savings achieved by replacing a signal with a roundabout can be used to offset maintenance costs of roundabout features.

Splitter Island

The roundabout in this illustration is similar to those that could be designed for Carrboro. The size of the roundabout depends on the volume of traffic and other factors.



Center Island



Good public space attracts use. Water features should allow touching or splashing. Shade, places to relax, restrooms and other amenities should be provided.



Weaver Street

The success of the Weaver Street Market prompted some participants to suggest closing or redesigning East Weaver Street to provide more space dedicated to events and community. A compromise between full closure and allowing some local traffic that simply wants to access nearby businesses can be achieved using the *woonerf* concept. *Woonerf*, or *woonerven* for plural, is a Dutch term for “streets for living.” *Woonerven* are streets raised to the same grade as curbs and sidewalks on which pedestrians, bicyclists, children at play, and vehicles share a common space. Vehicles are slowed to the pace of pedestrians by narrow, curvilinear paths, trees, parking areas and planters. The design philosophy of the *woonerf* is to create the message that the street belongs to the people who are not in vehicles, but they are willing to share the space with those who need access. Motorists are treated as the intruder, and usually feel uncomfortable driving at speeds in excess of 10 mph.

Public space on East Weaver Street that is currently dedicated to vehicular traffic can be converted to address the priority values of nature, green, trees, walkability, beauty, diversity, art and music, safety, community, and activity expressed by participants. The current car-dominated atmosphere is not friendly, nor conducive to the kinds of activities and events people requested for the downtown. A traffic circulation study and other detail analyses will be required to develop the preliminary design for a *woonerf* on Weaver Street.



*Asheville, NC used the *woonerf* concept on Wall Street.*



*The new street above borrows principles from the Dutch *woonerf* below.*



Transit, Trolleys, Trains and Bikes

Increased transit ridership yields tremendous benefits to downtown Carrboro, including reduced traffic congestion and parking demand. Transit use should be encouraged by providing features to enhance the comfort and convenience of riders. Transit stops should be conveniently located. Transit stops should include bike racks, shade, benches and rider information. These stops should be beautiful additions to the Town that are pleasant and inviting. At transit stop locations near buildings, façade upgrades that incorporate awnings and benches should be promoted to enhance rider comfort. Route information should be provided at all transit stops.

The proximity of the rail network is a tremendous asset that should be cultivated. This corridor has the potential to bring new opportunities for transportation, recreation and business enterprises to the downtown area. The Town should build a strong alliance with the University of North Carolina and begin now to plan to expand the Libba Cotton bikeway and to include other transit, bicycle and pedestrian activities in the Southern Railway right-of-way to the north. The access that would be provided is mutually beneficial. The Town should work with the Triangle Transit Authority to extend rail transit service to the downtown area.

Carrboro should capitalize on its established reputation as a good place for bicycling. Bicycle features, including signing and bike racks, should be designed to enhance the downtown identity scheme. Promotion of bicycling will assist trip reduction strategies that mitigate traffic congestion.

Summary

The recommendations can be used to redevelopment efforts toward a common vision for downtown as defined during the charrette. The next section suggests specific steps based on the recommendations.

Transit stops should provide some protection from the weather and be located close to key destination points. Shelters are an excellent opportunity to accent the community's identity.



Action Steps

The Recommendations discussed in the previous section define overall principles and concepts to create the downtown Carrboro envisioned by charrette participants. The Action Steps develop the Recommendations into implementation strategies. The Action Steps are divided into two basic groups: Projects, and Planning, Policies and Procedures.

Projects describes locations identified on the map below in terms of how the Recommendations could be applied to that area to help achieve the overall downtown vision. When development in each of these areas is considered, these concepts can serve as guidelines for the final design. A traffic circulation study will be needed determine the impacts of the roundabouts. Additional design work and analyses will be necessary before implementation of any project can begin.

Planning, Policies, and Procedures describes actions that can be taken by the Town during the course of daily activities to move toward realization of the Vision Plan. Many of these steps can begin immediately.

Projects

It would be ideal if the Town had adequate resources to construct the elements depicted on the Vision Map below. A more likely scenario is for the Town to begin implementation in conjunction with the normal process of governing and managing the Town, then proceed with capital improvements as funding sources are identified. Projects are presented in a preferred order, but the phasing may be contingent upon selective funding sources that become available, such as the storm reserve funds that will be spent on Weaver Street. Other factors, such as negotiations with developers, grant funding opportunities, or needed street maintenance will also influence phasing decisions.

Vision Map

Project areas are shown on the map below. The work on Weaver Street will include drainage improvements.

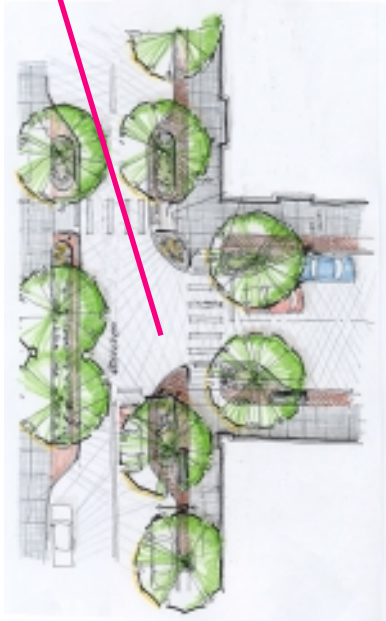
1. Roberson Street
2. Eastern Gateway
3. West Weaver
4. East Weaver
5. Main Street
6. Greensboro Street
7. Lloyd Street





Roberson Street

Roberson Street and the immediate vicinity has the potential to enliven the downtown core, provide additional convenient on-street parking, and provide much-needed mixed-use space.



The sketch above shows a typical T intersection design that might be suitable for Roberson and Greensboro.

Development of any privately owned site is contingent upon the motivation of the property owner. Public investment into the infrastructure, or an agreement with a property owner to provide infrastructure changes during the construction process, may encourage development. The street improvements should include Roberson Street to Main Street and Greensboro Street from Roberson to Main Street. Street improvements such as underground utilities, sidewalk improvements, angled parking, lighting, and connections throughout this area will highlight it as a priority location for development. Any development of the property should require development of attractive, hidden parking that is shared with nearby establishments. Additional analysis will be required before preliminary designs can be developed, but these concepts can serve as guidelines to ensure the streets fits the vision defined by charrette participants.



An example of a mixed-use building suitable for the Roberson Street area is shown at right. See page 10 for additional information on mixed-use development.

These photos of other communities demonstrate how angled parking, ample sidewalks, and appropriate building set-backs enhance the environment for both drivers and people on foot. These are concepts that can be applied to the Roberson Street area as development is considered.





The photos above and below picture public space design elements incorporated into the right-of-way, including medians and roundabouts. The lower photo shows a fountain center feature.



The photos below and to the right show “splitter islands” which serve to direct traffic towards the proper entry angle. Note the crosswalks. Pedestrians can use the splitter islands as a refuge to await a gap in traffic.



Merritt Mill Road and East Main Street.

Gateway

The gateway entry at Merritt Mill Road and East Main Street should be the first roundabout constructed. The roundabout will slow traffic and announce arrival in the Town of Carrboro. This announcement plays a key role in the development of the Town of Carrboro as a destination, not a passageway to somewhere else. Construction should incorporate needed sidewalk improvements, lighting, planter strips, and other elements consistent with the downtown theme. These improvements are likely to stimulate private investment in this area, but would require coordination with the Town of Chapel Hill and NCDOT. Developers should adhere to the architectural guidelines adopted by the Town and supplemented with guidelines in this report.

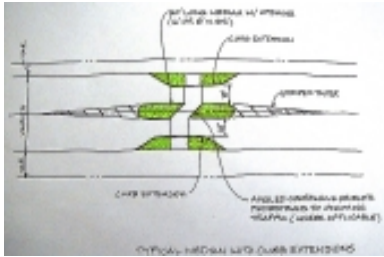
Single lane roundabouts can handle up to 25,000 cars per day. Roundabouts also serve as effective gateways to mark the boundaries of a community. The large photo shows a bus negotiating the turn. Note the brick paving at the front left of the vehicle. If necessary, very long vehicles can ride up on this “apron” as they start the leftward turn. This is the reason for the low, mountable curb around the center.





West Weaver Street

Linking Weaver Street between the Town Commons and the Carr Mill Mall will begin to tie the downtown district together. Sidewalks eight feet or wider, planter strips, pedestrian scale lighting, and street amenities such as benches and trash cans should be provided on both sides of the street. A street reconstruction should include bike lanes, one lane of traffic in each direction, a median with left turn pockets and curbside parking. Utilities should be buried if possible. The pooling of parking as recommended will eliminate some of the driveways, which will improve traffic flow. Frequent crossing opportunities should be provided to encourage people to park once and walk to multiple destinations. Crossings should have high visibility markings, stop bars at least 20 feet from the crossing, and refuge islands. If the street is not widened, short medians and tree wells should be considered as a traffic calming treatment and crossing point. The Greensboro Street and Weaver Street roundabout will strengthen the link between the Town Commons and the Carr Mill Mall area.



The sketch and photo above show how a mid-block crossing can be angled to encourage the bicyclist or walker to face in the direction of on-coming traffic before proceeding across the other lane. The sketch shows a street with parking, whose lanes are narrowed to ten feet at the crossing point. If bike lanes are marked on the street, they should continue through the crossing area.



The drawing shows East Weaver Street from Greensboro to East Main Street. A woonerf, as described on page 18, is recommended between the two roundabouts.

Carr Mill Mall and East Weaver Street

This site in front of Carr Mill Mall is already successful, but event public space near the privately owned space will offer greater diversity for the use of the area. The Town is already experimenting with temporary closures of Weaver Street to host events. The purpose of additional space is to complement the activities of the Weaver Street Market, as opposed to competing. The space should incorporate a woonerf as described in the Recommendations and be landscaped consistently with the theme developed for the downtown core. Information kiosks, benches, trash cans, water fountains, pedestrian scale lighting, and public art are a few of the amenities needed to create vibrant public space. Parking in small quantities can be incorporated,



This artist's concept shows how existing parking lots on Main Street could be landscaped to hide cars. Benches and other street furniture can be provided as part of the landscaping effort.

The sketch below shows how a roundabout was designed for a "Y" intersection in another community. A similar design is recommended at the East Weaver and East Main "Y" intersection shown in the photo on the right.



Medians should be provided on Weaver and Main Streets where the width of the right of way permits.

but too much parking will adversely impact the balance between vehicles and people. Roundabouts at both ends of East Weaver force traffic to enter and exit the area slowly and enhance pedestrian crossings.

The roundabout at the intersection with Main Street should be constructed in conjunction with this project. The roundabout will improve pedestrian crossings from the Town Commons area, facilitate smooth traffic flow, and reduced speeds. It is a key anchor for the downtown identity theme. The site should be landscaped and upgraded as necessary to blend with the theme established for the downtown area.



Combining a curb extension with a median shortens the crossing distance for pedestrians and create better visibility between the motorist and the person crossing. Curb extensions can alternate with on-street crossing but should not extend into the bike lane.

Main Street

Gateway entries at the eastern and western edges of downtown should help "calm" traffic by reducing speeds and smoothing flow. The roundabouts on Main Street at Jones Ferry Road and at the junction with Rosemary Street will help reinforce these calming effects where appropriate. Sidewalks at least eight feet wide, planter strips, pedestrian scale lighting, and street amenities such as benches, bike racks, and trash cans should be provided on both sides of Main Street.

This diagram suggests how roundabouts at Main and Jones Ferry and Main and Rosemary could be situated.



The buildings in black on the Vision Map at right show potential sites for new buildings.



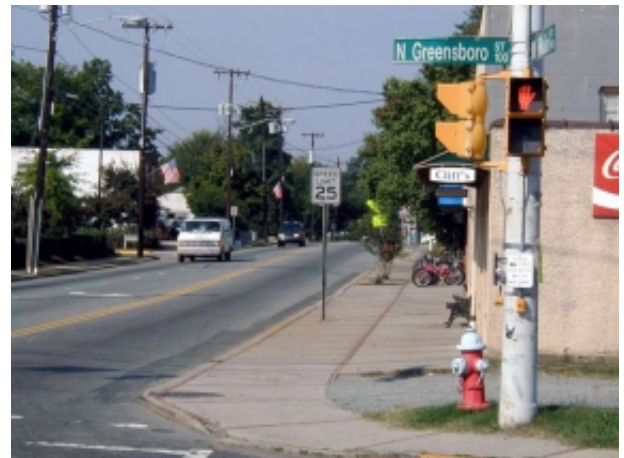
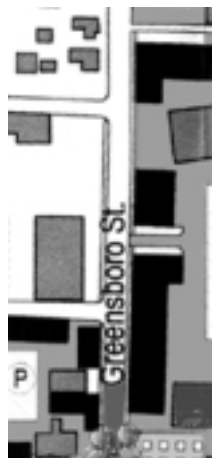
The Vision Map depicts new buildings filling in spaces between existing buildings. This continuous fabric will create continuity in the downtown. Parking should be pooled behind buildings and accessed from side streets and clearly marked with themed signs. Limiting driveway access will facilitate smooth traffic flow and increase the carrying capacity of the street. Attractive, well-lit connections for pedestrians and bicyclists between the parking areas and the street should be provided between buildings.

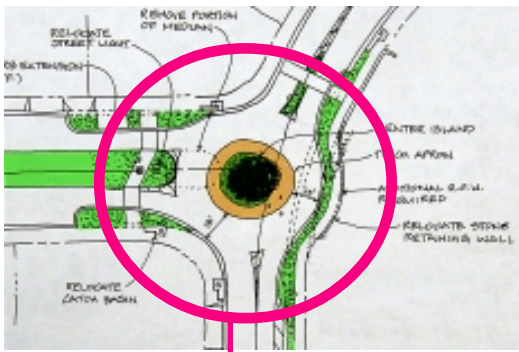
When the street is reconstructed, properties that do not have a continuous façade should have landscaped edges. Cars parked in lots should be screened from view by landscaping features. These edges can incorporate resting places, art displays, and other street features that make walking interesting.

Right-of-way widths vary along Main Street. Two ten-foot lanes should be provided along the entire route. In areas where it is feasible, landscaped medians should be installed. If space is not adequate for a continuous median, install pedestrian refuge islands at intervals of approximately 150 feet. Exact location will be influenced by street width, but they should serve points most often accessed by pedestrians. Mid-block crossings should be well lit, well marked, and have stop bars placed at least 20 feet away from the crosswalk. On-street parking should be provided whenever possible, but refuge islands should be a higher priority.

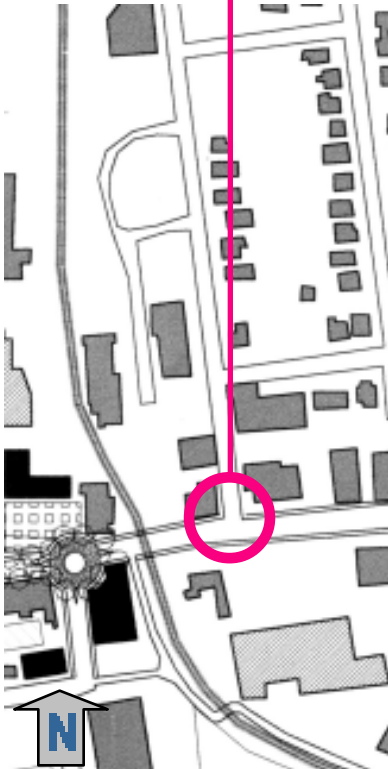
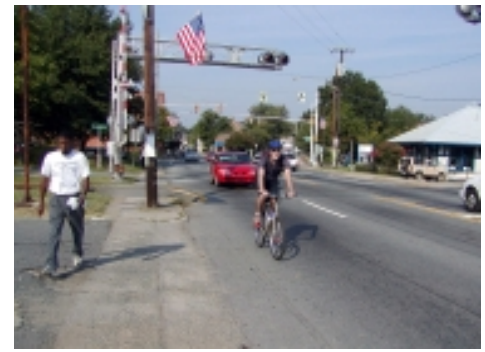
Greensboro Street / Carr Mill area

Street improvements should continue north of Main Street past the Carr Mill. The Vision Map shows new buildings on both sides of the street in the Carr Mill area. The footprint of these buildings is shown close to the roadway, which is more consistent with setbacks in historical areas than the open parking lot typical of modern malls. This type of redevelopment is dependent upon the motivation of the property owner, but as the demand for commercial space increases the owner may find the opportunity appealing.





This three-leg roundabout drawing from another community is typical of the type of design that would be developed for the roundabouts in Carrboro. It could be modified to add a connection to the Arts Center if desired.



Lloyd Street

Many ideas emerged during the charrette that have a direct impact on the people residing in the vicinity of Lloyd Street. Residents here have worked long and hard to obtain a traffic signal at Lloyd Street and Main Street. This decision was based on their knowledge of available tools for improving safety and convenience. However, if safety is their first concern, they should at least be aware that roundabouts are much safer than traffic signals. There is also less delay at a roundabout and the added benefit that traffic entering the street will probably move more slowly. If a signal design is retained, it should include bulb outs at the corners to shorten the crossing distance for pedestrians. A workshop in which the advantages and disadvantages of each of these traffic control devices should be conducted. During the workshop participants should also discuss a connection between Lloyd Street and Carr Mill that was proposed during the charrette. Do they want a connection? Should it serve vehicles, or just those walking and riding bicycles?

Planning, Policies, and Operations

Capital improvements require funding, detailed plans, and a phased schedule that limits disruption in the downtown core. It takes time to bring these elements together.

Many other steps can be taken with little or no investment beyond the normal operational costs of managing a city. These steps involve integrating the Vision Plan into the policies and processes that are part of the daily functions of the Town.

Some additional planning is recommended to solicit input from the Lloyd Street residents and to prepare a Landscape/Streetscape Master Plan. Traffic operations, parking management, and project review processes already in place can incorporate many Vision Plan elements immediately. Zoning and policy documents need to be reviewed to ensure they facilitate implementation.

“First Plant Flowers” is one community activist’s advice. Modest plantings can be maintained by civic organizations, student groups, or local businesses.



Landscape/Streetscape Master Plan

A consistent, repetitive theme should be developed to strengthen downtown identity. Plant species and placement, lamp posts, transit shelters, trash cans, water fountains, gateway features, wayfinding signs, and many other elements in public space can contribute to the character of place in Carrboro.



Access to parking in the rear of buildings should be clearly identified with distinctive signage.

Parking Management

The consultant team recommends formation of a Downtown Carrboro Parking Task Force to develop a consensus among businesses and property owners in regard to parking. The Task Force would build on the Town’s efforts over the past two decades. The group should investigate ways to convert the patchwork hodge-podge of small parking lots into larger communal parking areas which permit removal of property line barriers and other obstacles.

Towns of comparable size have acquired lots and dedicated them to public parking. This is a cost-effective way of maximizing available parking and is preferable to the alternative of building large centralized expensive facilities such as parking garages. An even lower-cost and more flexible way of pooling available parking is the use of land-leases and easements.

The Task Force should make recommendations for parking time zones and investigate methods for a self-funded program that includes a code enforcement officer.

Traffic Operations and Maintenance

Pavement marking and signal operation changes can make significant contributions to the level of comfort and sense of security enjoyed by people walking in the downtown core with little or no capital investment.

The following changes should be considered:

Eliminate free-flow moves at intersections with turning conflicts between drivers and pedestrians.

Consider converting unneeded right turn lanes into on-street parking (requires an engineering evaluation of circulation patterns).

Replace pedestrian push button controls with automatic walk intervals; maintain minimum pedestrian wait cycles during off peak hours.

Evaluate signal timing to determine whether progression supports 20-mph speed limit and adjust as needed.

Use bright international (ladder-style or Sacramento-style) crosswalk markings. Higher speeds call for added material and contrast.

Inventory traffic signage to determine whether unnecessary duplications can be removed and signs organized into a more orderly format.

Budget adequate maintenance funding for regular street and sidewalk cleaning.

Move bus stops nearer to benches or move benches closer to bus stops.

Project Review

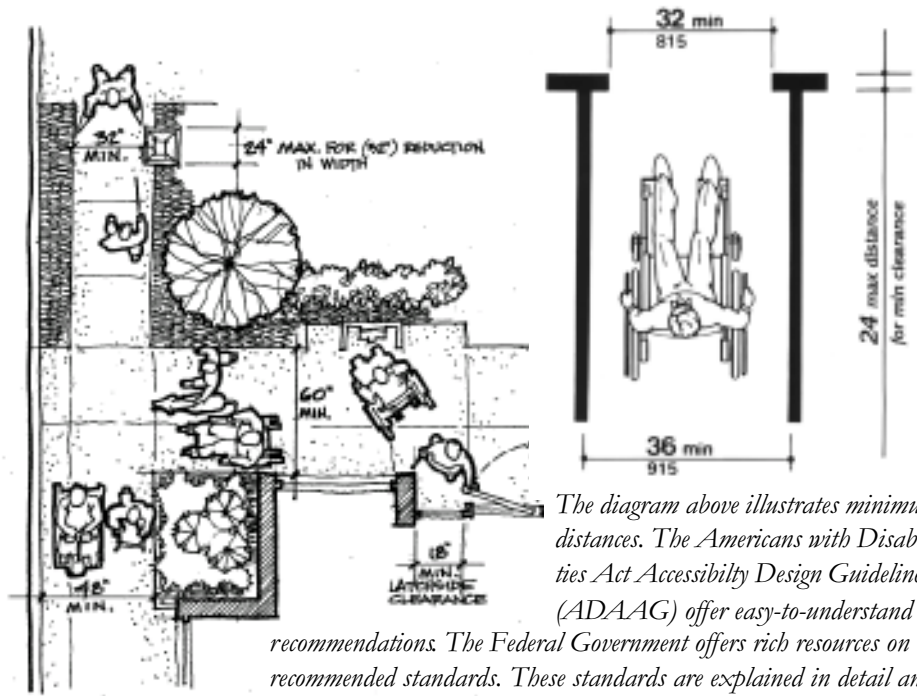
This step calls for reviewing all public and private sector projects which have been already approved or funded. This process will help insure that they incorporate the elements of the Vision Plan. Such a review of compliance with Vision Plan elements should be incorporated into the approval process of all future projects. First, Carrboro must assign responsibility for devising a system to review all pending projects. Then a list of all work in progress should be compiled, along with criteria for evaluating them in light of the downtown vision. Each project has the potential to enhance the vitality of the downtown core.

Carrboro needs take full advantage of every opportunity to incorporate the appropriate design guidelines that will make the downtown more attractive, walkable, and economically viable. Existing utility projects should coordinate sidewalk replacement programs with utility upgrades. Take advantage of opportunities to bury overhead utilities in coordination with scheduled street reconstruction. If possible, add conduits and junction boxes for future lighting needs, even if pedestrian scale lighting is not installed for some time

Walkway width recommendations in current transportation industry guidelines generally exceed the 36-inch (915-mm) minimum needed for accessible travel. The Institute of Transportation Engineers (ITE), in its 1998 recommended practice publication, “Design and Safety of Pedestrian Facilities,” recommends planning sidewalks that are a minimum of 5 feet wide (1525 mm) with a planting strip of 2 feet (610 mm) on local streets and in residential and commercial areas.

Sidewalks in central business districts should be wide enough to meet level-of-service criteria. AASHTO’s “Green Book” recommends a minimum paved width of 3 meters—approximately 10 feet—for shared-use paths. The accessible widths in UFAS and ADAAG are minimums for passage, not sidewalk width recommendations.

U.S. Architectural and Transportation Barriers Compliance Board



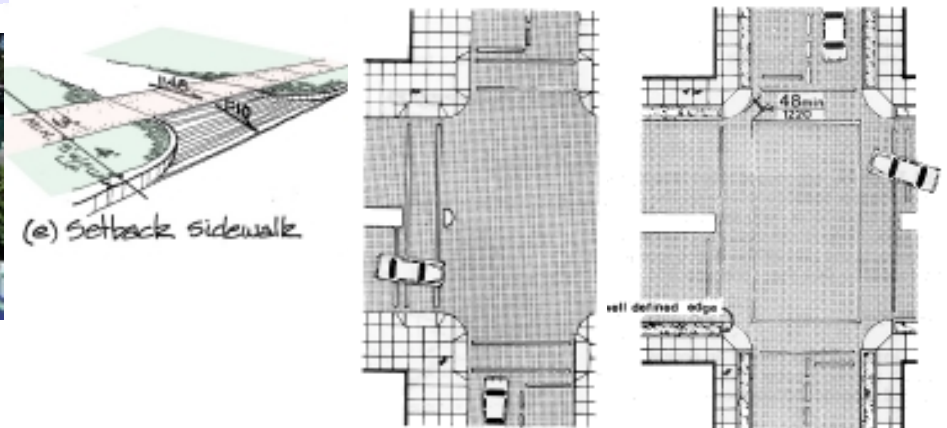
The diagram above illustrates minimum distances. The Americans with Disabilities Act Accessibility Design Guidelines (ADAAG) offer easy-to-understand recommendations. The Federal Government offers rich resources on recommended standards. These standards are explained in detail and graphically illustrated. A number of situations are illustrated at left.

Any construction associated with sidewalks should require adequate width (5.0 feet or more) on both sides of all reconstructed streets. Sidewalks in commercial districts should be 8.0 feet or more. Ensure that sidewalks are free of obstacles and that the minimum clear passage is 3 feet. Urge project managers to add a buffer between moving cars and sidewalks when possible. These buffers can be bike lanes, on street parking, planter strips or a combination of these elements. Sidewalks should continue across driveways; driveway widths should be kept to minimum (do not allow the entire front of a building to be a continuous driveway). All sidewalks should be smooth, and built or rebuilt to meet ADA (Americans with Disabilities Act) standards. Provide two wheelchair ramps per corner on new construction. Provide grates even with sidewalk surface over tree wells.

These drawings illustrate additional recommendations. In addition to such illustrations, charts, photos, and narrative text, with citations, bibliographies, and links, are easily accessible online. They amply describe many design guidelines, often with multiple options.



Photographs help bring drawings to life, like the one above that shows perpendicular ramps.



The community must take a proactive approach to public space projects, such as street reconstruction, to insure they establish the precedent for private projects. Town planners need to encourage the creative deployment of curb extensions, inset parking, and bulb outs when reviewing street repair and reconstruction. Landscaping and street trees will add long-lasting accents that will become part of a vibrant, successful downtown.

A comprehensive review of pending projects could identify situations where benches and other features, such as low walls, that provide sitting areas will fit in. Consider shade, noise, security, and view when reviewing site plans. Drinking fountains, plazas, decorative fountains, trash containers, and planters are other inexpensive add-ons that enhance the attractiveness and walkability of the downtown.

Many of these concepts can be incorporated into existing projects with little or no investment except effort and imagination. Though some projects may not accommodate such modifications, others can contribute to improving downtown marketability. Small changes such as addition of a tree, a bench, or planter strip can incrementally build the Carrboro of the future.

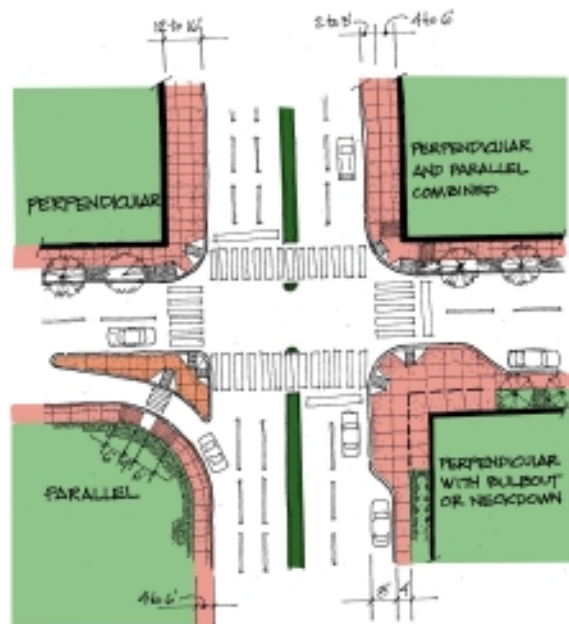
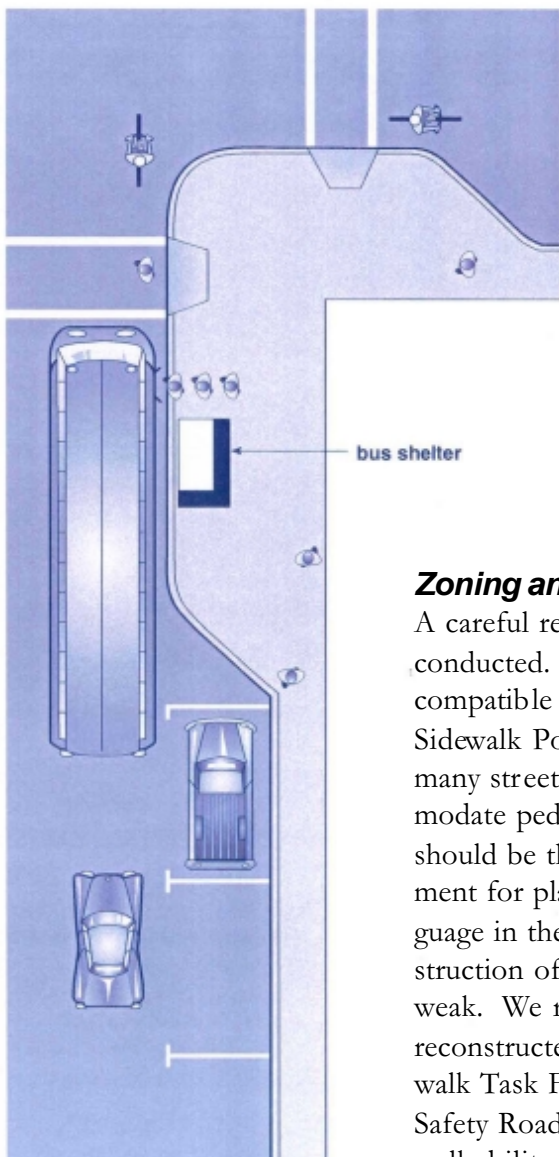
The Guidelines for Design for the Carrboro Downtown Business District, approved by the Board of Aldermen in April of 1993, are very good. Additional architectural guideline details are provided in this report. They are designed to preserve and enhance the aesthetics of the downtown. This preservation and enhancement is essential to the long-term commercial viability of the downtown. However, the Guidelines can be subtle and complex, and diligence is required during Town project reviews to ensure the guidelines are implemented.

The correct application of appropriate architectural and site design guidelines will result in unique buildings that are compatible with the historic structures of the Downtown Carrboro Downtown Carrboro. Although strict, the proposed guidelines provide a wide range of opportunities for various intensities of development.

Moreover, as the guidelines are not based on aesthetics, there is significant flexibility to allow architectural creativity. Architectural design issues should be an essential component of building permit reviews. In addition, historic preservation principles should be used to review restorations proposals.

Appropriate process must be developed, which rewards architectural excellence and encourages discussion about significant aesthetic issues. All too often, the process of project review is unproductive, as the wrong elements are emphasized.

The process for plan approval should be reviewed. Tools to ensure compliance, such as a checklist or printed guidance can help those seeking permits submit designs that promote the Vision Plan.



Zoning and Policies

A careful review of existing zoning and development policies needs to be conducted. Standards and guidelines for the downtown core must be compatible with the concepts in the Vision Plan. For example, the current Sidewalk Policy, adopted in 1989, only requires sidewalks on one side of many streets. This is incompatible with the desire of the Town to accommodate pedestrians and mass transit. Sidewalks on one side of the street should be the exception, not the rule. The policy should include a requirement for planter strips between the sidewalk and the back of curb. Language in the current policy stating, “Consideration will be given to construction of sidewalks on all existing arterial and collectors streets,” is weak. We recommend that sidewalks be mandated when streets are reconstructed or new ones are built. The formation of the Citizen Sidewalk Task Force in 2001 is a good first step. Participation in the Pedestrian Safety Roadshow in 2000 reflects the ongoing commitment to improving walkability.



Policy documents should include illustrations, diagrams and photos to clarify principles and requirements, such as standard cross walk markings.

The policy also discusses minimum standard curb ramps based on the North Carolina Department of Transportation G.S. 136-44.14. It is likely this standard is based on the Americans with Disabilities Act standards for sidewalk construction, which are in the process of being reviewed. Five foot sidewalks and separated curb ramps are likely to be the new standard.

We recommend a new policy be adopted that incorporates the following principles, which may result in higher standards than the minimum requirements of the Department of Transportation.

Sidewalks must be provided on both sides of all streets where volumes exceed 500 or more vehicles per day or where speeds exceed 20 mph. The Town’s current standard sidewalk width is five feet, but new recommendations suggest five feet as a minimum standard. Revised Americans with Disability Act (ADA) standards will reflect increased width. The current standard is the same width needed for two people to sit together comfort-

ably in a car. Six feet is required when walkways are attached to curbs. Lesser width creates discomfort for two people walking side-by-side. Sidewalk width should be increased to a minimum of 8.0 feet within 1/8 mile of schools, significant parks, commercial areas, prominent transit locations, medical buildings and other popular gathering or walking places. Shopping districts require sidewalk widths of 8-16 feet or more for greater pedestrian volumes.

Sidewalks should be buffered from motorized traffic in most locations. Buffers are created through planter strips, on-street parking, bike lanes, or combination of these tools. Monolithic sidewalks, in which the curb and sidewalk are combined, are uncomfortable for people because there is inadequate separation from the travel lane of the roadway. Separate ramps should be the standard, with an exception that permits angled ramps in special situations.

Sidewalk materials can vary, and should be defined by area in the policy. Concrete is the most popular, often lasting 50-80 years with light maintenance. Concrete can also be colored, patterned, etched, or otherwise textured in ways that do not negatively impact wheelchairs and other uses. Bricks, paver stones and asphalt are three other popular materials. Each of these materials can last decades, if properly placed, designed and treated. Materials can be varied to create a unique personality or character for a neighborhood.

Sidewalks need well-defined edges on both sides. Typically property edges are grassy areas, but can also be retaining walls, lines of shrubs, low, transparent fences, or other physical elements. Street-side edges can also be grass, or full planter strips.

In urban or retail areas, buffers are needed between sidewalks and fronts of buildings. The width of these spaces should be minimum of two feet, which allows space for window shoppers, opening doors and sidewalk enhancements such as flower planters and retail displays.

Planter strips six feet wide are the minimum width for tree planting. There may be limitations that force the Town to allow narrow planter strips, but it should be an exception, not the minimum. Standards based on minimums do not promote quality. Ideally, planter strips are mirrored pairs, creating balance and harmony to streetscapes. Planter strips provide places outside sidewalk space for traffic signs, fire hydrants, utility boxes and other operational elements of streets. Planter strips provide sufficient setback of sidewalks to help with ADA issues at crossing points. In cold climates planter strips become valuable places to store plowed snow. Planter strips also can help assure adequate sight triangles at intersections and driveways.

Standard drawings that incorporate the preferred designs should be prepared. A policy and standard drawings for other pedestrian features, should as mid-block crossings and refuge islands should also be prepared. The policy should address driveway cuts, curb designs, post placement, pedestrian push buttons, the location of newspaper racks, fountains, benches, transit stops, and other issues that impact the walkway. Pedestrian scale lighting should be addressed or the lighting policy referenced. It is much easier for a designer to submit an acceptable plan when the standards and policies are well-defined.

This is an example of the type of tool needed to build the consistent, high-quality environment that participants envisioned. Every policy, code, and practice that has any impact at all on the downtown core should be reviewed. As the old adage goes, if you keep doing what you've been doing, you're likely to get the same results. It is likely that many policies needed to be revisited.

The more specific the policy, the more likely the Town will obtain the desired outcome. However, it is also necessary to keep the big picture in mind and anticipate negative consequences. For example, policies requiring a set number of parking spaces per business or building may unnecessarily restrict mixed-use development or prompt a "mom and pop" business to locate in a shopping mall.

We suggest a multi-disciplinary approach to the redrafting of policies. If done in-house, select staff members who actually work with the policies and the public to help with the task. If contracted out, require the Consultant to conduct focus group or brainstorming sessions that flush out the many great ideas that reflect staff's understanding of the Town's daily operation and management. Team leaders can search for good models, but the unique needs of Carrboro must be integrated. Some of the best ideas go unheeded if no one asks the ones most familiar with the process.

Future Horizons

Carrboro should begin now to work toward a future less dependent on automobile traffic. Town leaders can work with the Triangle Transit Authority (TTA) to include Carrboro in its plans to extend rail transit service to downtown Carrboro and explore the future of the rail corridor. To be most effective, the Town will need to work with other local governments, the citizens, railroad right-of-way owners, the North Carolina Department of Transportation (NCDOT), the University of North Carolina at Chapel Hill, as well as the TTA, to expand regional transit opportunities.

As the marketability of Carrboro grows, additional resources will be available. Public investment in parking garages and other facilities can be explored as funding and development opportunities arise. The vision set forth during the charrette, however, is timeless. It expressed the desire of residents for something less tangible than buildings: they seek community. Community is built when people share interests and vision. Every step of the way Carrboro will be building community – as well as a economically viable, vibrant town center.

The best practices and methods of similar towns across the state and nation have brought back their life and good times. Businesses settle, help build and take pride in a town that has citizen and stakeholder ownership, unique physical elements, and an efficient, aesthetic, compact center. To be competitive, businesses must attract and retain top performing employees. Nationwide the competition for these select employees is projected to grow stiffer. The vision set forth by the people and defined in this plan will build one of the most desirable places in the area to live, work, relax, and invest.

Bibliography

Design and Safety of Pedestrian Facilities, A Recommended Practice of the Institute of Transportation Engineers, March 1998

Roundabouts: An Informational Guide, U.S. Department of Transportation, Federal Highway Administration, Publication FHWA RD 00-067, June, 2000.

Livable Streets, Donald Appleyard

Appendices

Ranked Priorities

Participants were asked to create a list of priorities and then vote for their top concerns. The following are the categories and items, along with the number of votes each item received.

Building Height

Some 4-5 story	45
Variety of heights	33
Multi-use	27
3-story maximum	23
2-story maximum	<u>2</u>
	130

Traffic

Slower	23
Roundabouts	21
Trains	18
Bike Paths	17
Connectivity	15
More buses	14
More bicycles	<u>14</u>
	122

Business Diversity

Downtown P.O.	18
Locally owned	18
Ordinary things/prices	16
Worker owned	13
Farmers Market	<u>12</u>
	77

Green Open Space

Shade trees	30
Natural areas	20
Outdoor cafes	<u>14</u>
	64

Housing

Affordable	19
Mixed price	18
Mixed use	16
Co-op	<u>11</u>
	64

Parking

Free	19
Hidden	15
Holland Style	15
Underground	13
Porous	<u>13</u>
	61

Gathering Places

Multi-generational	16
Integrated with Civic life	10
Safe at night	10
Invite diversity	10
Musicians/theater	<u>10</u>
	56

Streetscapes

Trees	20
Bury Utilities	15
Roundabout	10
Public Restrooms	<u>9</u>
	54

Mixed Use Buildings

Vertical mixed use	19
Technology Space	10
Outdoor Sports/rec	8
Hotel	7
Places for teens	<u>7</u>
	51

ECONOMIC INTERESTS FOCUS GROUP

MEMBERS PRESENT

Alazraki, Shan	Horton, Lonnie	Royster, Mark
Bissett, Colin	Kieler, Blaise	Rubish, Jeff
Davis, Lucy Carol	Millian, Nathan	Shah, Vijay
Edwards, Stepney	Morgan, James	Stratton, Tim
Fowler, Sharon	Morris, Johnnie	Watts, James
Gardner, Starr	Nelson, Aaron	Williams, Rich
Heath, Frank	Parker, Jay	
Hitt, Alex	Richardson, Sherman	

Once the meeting was convened by Dan Burden, he asked that the table-guests introduce themselves and response to the following question: “What is the most important economic aspect for Year 2020 of your vision for Carrboro?”. The respondent and their response was as follows:

ALEX HITT: Preservation of green space around town.

NATHAN MILLIAN: Public parking needs.

JAMES WATTS: Infrastructural needs and pedestrian needs.

JAY PARKER: Maintain the small town character of the town – working class population.

BLAISE KEILER: Limited space for the small retailer due to the zoning regulations, i.e., parking space requirements.

AARON NELSON: Marketing-specific efforts for Carrboro business; homeownership and job opportunities for citizens; diversifying the tax base

LONNIE HORTON: Recruiting and supporting minority businesses -- economic diversity. Untapped resources – churches, university, etc.

RICK WILLIAMS: Maintain the same look as it has over the last 30+ years and address parking needs.

LUCY DAVIS: A predictable development process.

TIM STRATTON: A well-defined development process.

JEFF RUBISH: Better communication regarding the development process.

STEPNEY EDWARDS: Parking needs, better working relationship with the University.

SHARON FOWLER: Inexpensive space for retail shops.

COLIN BISSETT: Parking needs; more public artwork; less absentee landlords.

JOHNNIE MORRIS: Full cooperation between property owners, business owners, and local government regarding the development process.

STARR GARDNER: defined development process.

MARK ROYSTER: Maintain economic diversity and viability.

SHAN ALAZRAKI: Need more storage space on site or a safe off-site storage area; marketing plan to attract technology businesses.

FRANK HEATH: Businesses are being pushed out of Carrboro due to increased rent rates; limited space availability.

VIJAY SHAH: Continued financial support for redevelopment projects that are viable.

ECONOMIC FOCUS GROUP

Farmer's Market: Issues/Vision – preserve green space around market.

Office Mall: Issues/Vision – parking; need density of people and parking

Weaver Street Market Issues/Vision – delivery truck access; conflict – pedestrians and delivery trucks. Businesses thrive on pedestrian traffic; issue – pedestrian access is difficult

Weaver Street Realty: Issues/Vision – like small town feel, keep.

Church: Issue/Vision – need more minority businesses; churches – untapped resource; promote economic diversity.

Williams Construction: Issues/Vision – Keep it “look”; need more affordable housing – proposing to construct some townhouses; parking is in short supply.

Architect: Issues/Vision – parking is not the top issue. Need good, consistent information for developers

Business Owner: Issues/Vision – need better communication between all parties.

Barber: Issue/Vision – need more parking. Cost of even applying for permit to create more parking is too high. Students need to be able to bike to barber shop.

Realty: Issue/Vision – key issue – lack of parking; need infill development; need small, inexpensive spaces; need more diversity of business types; at night, safety is an issue.

Arts Center: Issue/Vision – parking an issue; more public art needed

Realty: Issue/Vision – few opportunities for developing property.

Property Owner – need dollars to redevelop property – issues with getting financing

Banker – need ordinances that take economic impacts into account. Keep banks in the loop – don't create economic burdens.

Computer Company: Issues/Vision – Needs more businesses as clients – therefore, need more development. Problem – lack of warehouse storage for trucks and equipment. Also, need more smart buildings – places to plug in. Likes living here because one can walk to work.

NightClub: Issue/Vision – Problem with lack of retail space. Moved here when lease ran out in Chapel Hill. Suspects that others are in the same position. Concerned that lack of space will effect affordability of current space. May be priced out in the future.

Downtown Development Commission: Issue/Vision – need to see downtown as a neighborhood.

AGENCY FOCUS GROUP

MEMBERS PRESENT

Asbun, Alex
Bell, Rich
Bonk, David
Chilton, Mark
Dunlop, James
Feller, Greg
Gardner, Scott
Hibbs, Brad

Hutchison, Carolyn
Kincaid, Karen
Kinney, Richard
Meletiyou, Mary
Murray, Rodney
Musser, Charlie
Perry, Ellen
Peterson, Chris

Pollock, Blair
Roeningk, Bing
Saunders, Tim
Shearer-Swink, Juanita
Williford, Roy
Zegeer, Charlie

Once the meeting was convened by Dan Burden, he asked that the table-guests introduce themselves and response to the following question: “What is the most important issue that your agency would want included in Carrboro’s vision for year 2020?”. The respondent and their response was as follows:

CHARLIE ZEGER: Walkable communities

JUANITA SHEARER-SWINK: Regional coordinated transportation.

RICHARD KINNEY: Increase the interest in the arts and entertainment in the downtown.

MARK CHILTON: The protection of housing for the working class as opposed to student rental housing; the promotion of minority business ownership.

DAVID BONK: Coordinator transportation issues.

TIM SAUNDERS: Provide choice and opportunity for modes of transportation.

GREG FELLER: Ensure that water and sewer services are not interrupted for any Orange County citizens.

JAMES DUNLOP: State-maintained roads service.

RODNEY MURRAY: Walkable community and assessibility to communities with emergency services.

ROY WILLIFORD: Doubling the commercial space in the downtown; mixed use in the downtown, address transportation issues, i.e., parking, downtown circulation,

BING ROENIGK: The department could have an active role in economic development; teaching businesses as to how to do businesses with the Town of Carrboro. The Town’s technology could help, e.g. the web site.

CHRIS PETERSON: The maintenance of streets, sidewalks, buildings, and the infrastructure of the rights-of-way.

MARY MELETIOU: Maintain the good working relationship with the town; maintain the pedestrian safety program.

BRAD HIBBS: Continue highway safety programs.

KAREN KINCAID: Provide services for persons with mental disabilities; increase density.

ALEX ASBUN: Maintain streets and sidewalks and the available and accessible affordable housing.

RICH BELL: Place with businesses can grow, walkable community, maintain diversity.

BLAIR POLLOCK: Maintain access to solid waste and garbage services; solid waste and garbage service needs should not drive design.

CAROLYN HUTCHISON: Maintenance of the level of police service; ensure that required police equipment is available; ensure vehicular traffic is sensitive to pedestrian traffic.

ELLEN PERRY: Make the community more sensitive to the physically challenged population; specifically, crosswalks, curve-cuts, etc.

SCOTT GARDNER: Maintain a good work relationship with the town.

AGENCY GROUP

HSRC & Neighborhood: Issue/Vision – ped/bike info center – compile and disseminate information. Key issue, safety and increased use. Want to reduce crashes while increasing use

Transportation Authority: Issue/Vision – places to walk to transit

Parks & Rec. – improve cultural opportunities

Non-profit Community Development Corporation: Issues/Vision – protect Lloyd street neighborhood, keep affordable housing – don't want them to turn into student housing that displaces working class residents. Interested in housing affordability throughout the urban area. Want to promote minority businesses – Transportation Planner with City: Issues/Vision – interested in more infrastructures that support more use of transit – especially here to Chapel Hill. Maintaining access VIP. Some bikes on Buses – want more.

MPO: Issues/Vision – agency supports multi-modal – looking for ways to work with local communities to do more.

Construction Inspection: Issue/Vision – make sure development meets standards

Water & Sewers: Issues/Vision – good coordination and cooperation.

Chapel Hill long range planning: Issues/Vision- wants good coordination – work together.

DOT – Traffic Engineering – Congestion Management: Issues/Vision – roundabout expert. Departments view, whatever is done, need to maintain an adequate transportation system. The new DOT is concerned with all modes. Greensborough, Main, Hillsborough, Weaver – state roads. Main – LOS of F.

Fire Chief: Issues/Vision – accessibility, concerned about height. Able to meet four minute window for response in city. AT 87th percentile for five minute response in larger area. Looking for land for second station – north of town.

Planning Director: Issues/Vision – need new one, old ones served well – however, time for a new Vision. Would like more housing near and in the downtown. Transportation – getting a multi-modal mix is needed. Parking that is less land intensive is needed. Circulation – looking at creating more of a grid system as development occurs. Mixed use – may need to modify zoning to promote this. Junk Yard in center of downtown, not a bright spot. With current zoning, town is 95 percent built out.

Town of Carrboro Assistant Manager: Issue – concerned about outreach to businesses, providing training on how businesses can grow. Annual capital plan that is updated yearly.

Town of Carrboro, Public Works: Issues/Vision – Infrastructure on street and sidewalk – need a vision of what this should be – wants vision of Weaver Street would look like if reconstructed. Make the ROWs look even better than they are now. Turn lanes at intersections put in 1975. Trash receptacles

DOT – Bike/Ped Program: Issues/Vision – have worked with City to install bike lanes. Would like to see this as part of regional system. Ped Safety Road Show – sponsored last year – this helped serve a stepping zone to this charrette. DOT – a new DOT that has a different vision. “We can work with you” Also – Town of Carrboro – elementary school – for years, has been using DOT bike safety materials.

FHWA – traffic operations and safety: Issues/Vision: Want to reduce the number of crashes involving bikes and peds; want to reduce pollution, want to be a partner in promoting walking and bicycling.
Central Latino: Issues/Vision – interested in safe walking. Need affordable, good housing.

Smart Growth Alliance: Vision – vital downtown that preserves diversity; is walkable and bikable.
Recycling Programs: Issues/Vision – access to solid waste services, planning for solid waste services. Don’t overlook the garbage issues. Garbage Issues, take into consideration but don’t let it drive all the decision making.

Police Chief: Issues/Vision – concerned about bike, ped, vehicular and public safety. Train – when it comes through, it shuts down the entire town. Need crossing equipment that works properly. Arms come down at RR tracks when there is no train. Creates problems for emergency response vehicles. Rush hour – ingress and egress is an issue. Tough for emergency vehicles. Motoring public – does not pay attention to pedestrians – either ignorant or rude. Education needs to be part of the solution.

Disabled Perspective: Issues/Vision – need to be able to walk. Walking is dangerous. Hard to get around in this community because the town has not done enough. Would like to go on a short walk. Problems on Weaver Street. Examples, crosswalks needed. Hard to cross streets without stopping traffic. Easy Rider – great. Orange County – has a committee for looking at issues related to persons with disabilities.

Power Company – serves over 100 communities: Issues/ Vision – in some cases, can underground utilities. May be charges involved but willing to consider if right application.

OTHER ISSUES

RR Corridor – being looked at for connection between campuses; Town of Carrboro would be a stop.

More rubber tire transit service to triangle area – will need more park and ride lots

Need recycling station along with trashcans.

Commercial recycling opportunities will be expanded.

Senior citizen housing – next to south horns rescue squad – excellent location

Historic District – 100 block of main, the Mill building, some of the close in neighborhoods

Wheel chair accessibility – lots of places in the downtown area that are miserable. Ramps needed for kids in strollers.

RR tracks are already an important pedestrian corridor – rail with trail opportunity?

Children – need covered playground area that is usable when it is raining.

Weaver Street lawn – VIP gathering point. Nothing to prevent kids from darting out into street. Sidewalk is right next to street – easy for kids for to run into street.

High School Kids – Jr. High Kids – no place to buy baseball cards.

Disabled Children need place to swing. – Also – need wheel chair swing.

Signs – many have not been translated into Spanish – i.e. emergency and a safety sign – 14 percent of population is Latino.

LEADERSHIP FOCUS GROUP

MEMBERS PRESENT

Broun, Joal Hall	Howes, Jonathan	Nelson, Mike
Brown, Margaret	Jacobs, Barry	Piesse, Sophia
Bryan, Jay	Kinnaird, Ellie	Spalt, Allen
DeVine, Catherine	Listin, Cynthia	Strom, Bill
Dorosin, Mark	Marshall, John	Waldrop, Tony
Evans, Pat	Marshall, Shirley	Zaffron, Alex
Gist, Jacquelyn	Morgan, Bob	

Once the meeting was convened by Dan Burden, he asked that the table-guests introduce themselves and response to the following question: “What is your vision of what Carrboro should be in the year 2020?”. The respondent and their response was as follows:

JOHN MARSHALL: Walkable community.

CYNTHIA LISTIN: More greenspace, more commercial space that fits with the character of the downtown.

BILL STROM: Significant diversity housing and commercial; continued attention to environmental issues.

MIKE NELSON: Maintain the density of the town.

JOAL HALL BROUN: Have affordable housing available so that citizens can afford to be homeowners and employees within the town.

SHIRLEY MARSHALL: Maintain flexibility for growth and change.

PAT EVANS: Maintain density; develop the downtown in such a manner that will be attractive to the elderly.

SOPHIA PIESSE: Maintain fixed-use development and density; become more connected with other municipalities via public transportation efforts.

ALLEN SPALT: What changes will have to take place to maintain the character of the town.

CATHERINE DEVINE: Encourage walkable community, diverse commercial use, affordable housing, and density.

JACQUELYN GIST: Maintain the “inclusive decision-making” process; livability includes the decision-making process.

BARRY JACOBS: Embrace density, continue the collaborative inter-governmental interaction between the local municipalities and county government.

MARK DOROSIN: Maintain the density of the downtown, develop a more urbanized feel of the downtown, maintain the diversity of the downtown.

ALEX ZAFFRON: Maintain the character of the town while allowing for change according to population growth.

JONATHAN HOWES: Maintain a partnering relationship with the University with particular emphasis regarding the development of the Horace Williams Tract.

TONY WALDROP: Anticipates working with the Town regarding the Horace Williams Tract.

JAY BRYAN: Maintain the style and scale of buildings in the downtown; incrementally achieve anticipated density requirements and developments.

BOB MORGAN: Community understanding and commitment to what is said around this table.

ELLIE KINNAIRD: Have more of the same of what the town has now and it seems that the only way to achieve this is to go “up” (development-wise). Increased commercial tax base.

Dan Burden asked a second question of the table-guests which was: “What are you most hopeful for?”

J. MARSHALL: More on-street parking.

C. LISTEN: A very defined development process.

B. STROM: The interaction of consultants with the University and local governments regarding development issues and/or needs.

J.H. BROUN: Citizens need to understand that change will come but the change needs to be managed.

S. MARSHALL: Diversified transportation modes, i.e., public transportation, bicycle, rail.

P. EVANS: Provided off-street walking paths; housing accommodations for retired university staff.

S. PIESSE: Creative solutions to parking needs.

A. SPALT: The need for crosswalks.

C. DEVINE: The need to maintain consensus decision-making.

J. GIST: That we never reach perfection.

B. JACOBS: Maintain a sensitivity to seniors, maintain the slow development process, continued support of school system.

M. DOROSIN: Moving people around safely.

A. ZAFFRON: Clarity regarding the vision for Carrboro.

J. HOWES: Maintain collaborative efforts for the development of the Horace Williams Tract.

J. BRYAN: A developed ordinance from this process.

B. MORGAN: A developed life style.

E. KINNAIRD: The development of parking garages - - - above and underground.

LEADERSHIP GROUP

Planning Board – Issue/Vision – community needs to be more walkable

Downtown Development: Issues/Vision – need to preserve open space, keep southern flavor

Mayor: Issue/Vision – current density is what makes community work; diversity – ability to walk is key to making this a unique community.

Alderman: Issue/Issue –affordable housing – people, who work here, i.e. teachers, need to be able to live near the places they work; also, need mixed development – housing, retail and office are same building.

2020 Vision Team: Issue/Issue – need regional planning that allows for local flexibility. Likes lower cost of living here.

Former Chapel Hill town Council – Issue/Vision – density – very important but a difficult sell – worries about traffic. Issue – don’t see a lot of older folks in the downtown areas, need more diversity of age.

Appearance Commission: Issue/Vision – need mixed use and density, need public transportation to connect to other places. Too car dependant when it comes to getting to other cities.

Alderman: Issue/Vision – concerned about lose of diversity of housing, businesses, etc. Question what changes are needed to keep the good that we have. High-speed rail will offer a lot of opportunities – we have station and tracks – we are ready.

Appearance Commission: Issue/Vision/Vision – turn the downtown into the dog that wags the tax dollar. Need more people walking to more stuff downtown. This implies more density downtown. Also – must be livable.

Mayor Pro Tem: Issue/Vision/Vision – where will we be as a community – need to institutionalize public input and public involvement. Need community where we know people – where we can walk. Today – good example of the kind of public process that we need to continue.

Orange County Commissioner: Issue/Vision – need more density. Keep character – diverse, funky, and different.

Alderman: Issue/Vision – success today is because of density. Want to keep going in this direction – promote a very urban feel. Need a diversity of business type. Need retail with residential above.

Alderman: Issue/Vision – change is inevitable – question – how do we guide this? Need to address changes that create fear. Vision – maintain character will accommodate growth and change. Believes that the square footage can be doubled.

UNC: Issue/Vision – admires diversity and topography. Rail line – great asset for providing future transportation links – train, bike, ped. UNC needs to be a partner.

UNC: Issue/Vision – funky in the past – still is – this is great. Need to partner

Resident: Issue/Vision – need good info – web sites www.pedinfo.org; www.bikeinfo.org

Resident – Issue/Vision – wants kids to be able to walk to school. Why she lives here. Doesn't want community totally disrupted.

Alderman (former): Issue/Vision – neighborhood preservation. Preservation of Mill – this idea needs to be kept & expanded. Mill is a success – build and maintain this concept in terms of building preservation, building scale. Transition from downtown to neighborhoods is particularly crucial. This area provides a cushion for humanity. Achieve vision incrementally.

Town Manager: Issue/Vision – Community understanding and commitment so we can do, implement, what we decide today.

Former Mayor: Issue/Vision – preservation – worked on saving old mill. key in past – economic development funds – important to keep this going in the future. Also, need bike lanes – proud of what we have, serves students, need more bike lanes in the future? This is a people town- best bike town in the state. Proud of diversity, need to keep this. Only way to get more of the same is to go up. Flowers everywhere – great. Have great City staff – keep this. We are a model for other communities. Concern – need to protect our low-income communities. Worried about people space disappearing. Need to increase tax base – current tax base is too high.

Other thoughts

Need more on-street parking

At the same time – need to remove surface parking to allow for more development

Pay to park – big issue – not sure it will be accepted

Implementation is key – need ability to get things approved – provide predictable path for developers

Large, pent up demand for commercial space in the downtown area

Demand for housing in downtown – survey – relatively light

Watershed – provides buffer – urban boundary – this has helped preserve downtown.

Schools – very good – therefore, people moving here so kids can attend local schools. They then work in Raleigh/Durham. Concerned that this may result in a loss of diversity, as some folks can no longer afford to live here.

Horace/Williams Property: creating lots of interest – transportation issues; opportunities. RR will be very important in the future. Need to plan for when the RR stops here.

Do a better job of providing off-street walking paths.

Retiring Profs. Leaving city to live in country. - Hurting tax base.

Future – University may develop housing for employees

Parking decks can be a way to preserve other locations for open space

Parking decks should not look like any other parking decks – need to be creative

Crosswalks – currently – not properly signed, marked etc. Need thoughtful approach to location and design – applause

Consensus – more important than vision.

Don't want perfection – don't make it look too much like Disneyland – keep a certain amount of “funkiness”

Make it less difficult for developers

Concern about future pulls away from downtown.

Don't forget – issue is how we are going to move cars through the downtown area.

Again, clarity is what is needed – need very specific recommendations on what changes are needed to regulatory structure.

Need details, pictures, blueprint for proceeding

Success story – 18,000 people showed up for a non-car celebration – can be done

Location for a future parking garage will be critical – one idea by trail, one by market

CITIZEN VOICES FOCUS GROUP

MEMBERS PRESENT

Arnold, Martha	Moellenbrook, Bonny
Bell, Rich	Padilla, Stephanie
Burns, Jane	Perry, Heidi
Catherine DeVine	Rodemeir, Susan
Estock, Emerald	Taylor, Richard
Herrera, John	Zeger, Charlie
Laudati, Richard	Haggerty, Jack
Marty Mandell	

Once the meeting was convened by Dan Burden, made introductions of he asked that the table-guests introduce themselves and response to the following question: “Where would you like Carrboro to be in the year 2020?”. The respondent and their response was as follows:

Charlie Zeger: A walkable community.

John Herrera: Preserve the identity that make Carrboro unique - - diversity of race and ethnicity, safe environment, citizen-input decision-making process. Maintenance of greenways, parks, sidewalks, vital downtown, and accessible modes of transportation.

Martha Arnold: Downtown development should be sensitive of the adjoining residential areas; i.e., parking, building heights, trees.

Susan Rodemeir: Maintain Carrboro character – “quirky”.

Catherine DeVine: Maintain the sense of community.

Marty Mandell: Encourage sustainability; purchase Carr Mill Mall; preserve the original character of the old mill houses.

Emerald Estock: Maintain cultural diversity; encourage mixed-use (residential and commercial) within the downtown; increase downtown building heights.

Bonnie Moellenbrook: Maintain the walkability of the community; diversifying the economic tax base; maintain the cultural diversity.

Rich Bell: Maintain cultural, ethnicity, and business diversity; encourage in-fill development as a means to curve vehicular use; encourage the town to become more pedestrian-friendly; encourage managed growth.

Heidi Perry: Concentration of people downtown; maintain sidewalks, bikepaths; support the school system; become more pedestrian-friendly.

Jane Burns: Preserve some of the look and character of Carrboro; use creativity when entertaining development scenarios.

Richard Laudati: Elected official should maintain an open mind when thinking about development; encourage attention to culture and the arts; make Carrboro a signature community; diversity of stores and commodities.

Stephanie Padilla: Maintain the “Carrboro-identity”, use electric vehicles.

Richard Taylor: Diversify businesses and/or retail uses in the downtown; sustain walkable community.

Jack Haggerty: Review zoning rules and regulations;

CITIZEN VOICES

VP of Latino Hispanic Affairs – economic development – loans etc: Issues/Vision – running for alderman – lives here by choice; vision – preserve the identity that makes it unique; values economic and racial diversity – must preserve this. Safe community – few communities have open processes where citizen input is valued. Vision – want best for kids, wants kids to be walking, wants place with greenways, parks, a vibrant downtown, city can be model for rest of U.S. by taking advantage of human capital – lots of brain power in area.

Resident – Historic District: Issue/Vision – plans for downtown should take neighborhood issues into consideration; concerned about parking in neighborhoods; height issues.

Reality & Resident: Issues/Vision – Weaver St. lawn get together – most exciting thing happening in the Town of Carrboro. Continue this – promote. Carrboro is quirky – keep it that way.

Carrboro Arts Committee: Issue/Vision – City needs to go taller. Everyone knows each other – keep this.

Resident – Pine Street: Issue/Vision – Pine Street is a victim of in-fill development. Would like opportunity to use houses on street for live-in businesses. Weaver St. market is great, however, is rental property. Need to buy. Does not like additions to Mill house. Unsustainable does not add to character. Would like more walking and bicycling, almost eliminate motor vehicles. Promote electric bicycles. Remodel and fix up rather than re-build.

Road Committee & resident: Issues/Vision – prefers some taller buildings – mix commercial and residential. Would love to live on Weaver. Without more businesses, everyone will need to drive to work and services.

Resident for five years; Issues/Vision – like choice of being able to walk; three year old – good community for kids. Need to maintain vitality if downtown – need more economic activity – need diversity of jobs. High cost of housing is a problem – driving young families away. Need to grow in the center, need to grow up. Be careful of driving out things like the lumber company.

Pine Street Resident: Issues/Vision: Moved here five years ago because of walking and bicycling issues. Like cultural and business diversity. To get folks out of cars, need facilities for alternative modes – crosswalks, sidewalks, bike lanes, tree cover, some infill if done correctly. Rents are high, hard to find space for small business. Determine the future – don't rely on a nostalgic effect. It will grow – make sure it works.

Resident since 1984. Issues/Vision – in past, state wanted to widen all the through roads, stopped projects; passed bond to get more bike and ped facilities; ped advisory board; okay with taller buildings – need to look on at a case by case basis. Schools – struggling with the number of kids coming into system. Sidewalk – almost goes to Post Office – however, can't cross street to get to Post Office. No movie theater, soccer field, bowling alley etc in town.

Resident – S. Greensboro Street: Issues/Vision – likes Town of Carrboro because it is friendly – recognize neighbors, police etc. Would like to get beyond the growth/no growth, low/high rise, low/high density debate. Use imagination and creativity to accomplish both. Preserve uniqueness in a unique way.

Resident – 20 years: Issues/Visions – Appreciates quality of elected officials – they listen and are willing to think outside the box. Wants a “signature” community – means it has something that makes it unique. I.e. center for private not for profits, public art, steam train history. Likes to walk – does not like to use car. Problem, no local place to buy cloths, no hardware stores available after five; need diversity of retail stores. Need more stores open at night? Need mass transit – connection to rest of train system.

Resident in area for 31 years: Issues/Vision – need to make sure that the whole town works. Want to make sure that it looks different – not like “anywhere” USA. Avoid chain stores. Need better mass transit. Town of Carrboro does not enforce requirement to purchase 5-dollar car sticker.

Parent’s Commission: Issues/Vision – Other towns – downtowns are dying - Town of Carrboro must avoid this. Concerned that Carrboro could also die without infill and higher buildings. Need place to buy cloths – don’t have enough retail. People would be willing to pay higher prices if the stores were close by. Need general retail – not just specialty shops. Commercial tax base is low – too much burden on residents.

Resident and business owner for 10 years: Issues/Vision – need to focus on how to achieve goals – zoning is not a one-stop simple solution. Need flexibility in zoning – height should be determined on a site by site basis. May need some subsidy to promote housing and retail.

OTHER COMMENTS

Tall building – three to five

Four to five story max on buildings

Civic center should be highest building downtown – about three stories

Five story buildings okay if scale is right. Include solar panels and windmills

Current Plan – double commercial – to do – will need buildings of four or five stories. – Commercial and residential needed

Focal points – Mill and market – keep them as focal points

2.5 maximum on building height

Wants mixed use – 3 stories – willing to go higher if appropriate – don’t want height limits.

This is a great small town – keep it that way – make it more diverse – five-story limit

Stepping back

Concentrate essential businesses – more entertainment – build up to five stories.

Widen road – get more cars. Therefore, narrow roads. Downtown – up to five stories – places it could be higher.

Historic richness – old residence built in 1847. Three stories high – two stories below grade. Build mini parks on top of buildings.

Current limit – 28 feet. Concerned about shadows, therefore, move buildings back from street if buildings are going to be higher.

Limit – three stories. Concerned, tall buildings will create shadows over historic houses – avoid.