



Transportation Advisory Board

Date: March 2, 2023

7:30 pm

via Zoom

Meeting called by:

David Pcolar, Chair

Facilitator: TBD

Attendees:

Carrboro Transportation Advisory Board Members

----- Agenda Topics -----

1. Joint Advisory Board <ul style="list-style-type: none"> • Concept Plan for 603 Jones Ferry Road • Carrboro Stormwater Requirements 	JAB	7:30
2. Call to Order, and Welcome	Pcolar	8:40
3. Approval of minutes (February 16, 2023)	TAB	8:45
4. Action & Discussion Items: <ul style="list-style-type: none"> • Concept plan for 603 Jones Ferry Road 	TAB	8:50
5. Adjourn	Chair	9:15

Additional Attachments

Concept Plan for 603 Jones Ferry Road

Other Information

To view the advisory board meeting, please email cmoon@carrboronc.gov. If you wish to make public comment on an item on the agenda during the meeting, the staff person will be able to allow speakers to remotely enter the meeting one-by-one to comment. Please send any written statement or materials to the same email provided above. Requests to remotely attend the meeting shall be made within 24 hours of the meeting start time. The requester should also specify if they wish to make any comments in the email. All written statement and materials will be forwarded to the advisory board members.

Next meeting: March 16, 2023

TOWN HALL IS ACCESSIBLE FOR PERSONS WITH DISABILITIES.

FOR MORE INFORMATION, CONTACT TINA MOON AT 919-918-7325.



603 Jones Ferry Narrative

Assets of Current Property

Location transportation (bus, pedestrian, bike), grocery, pharmacy, restaurants, and laundromat

TRANSPORTATION NOTES

- Located near JFX and CM bus line stops
- Separated bike lanes on Old Fayetteville and Jones Ferry
- Less than .25 miles to Food Lion
- Proposed development will offer secure bike parking/storage
- Proposed development will achieve higher density with reduced parking area

RECAP OF CURRENT CUP

Current Use: Mixed Use– 1.300 & 3.120 Office on first level with living space above

Use Categories: Use codes 1.330 multi-family apartments & 3.120 Office w/ little to no customer or client traffic

Adjacent Use: Apartments (1.330), Medical Office (7.100)

Current Zone: O

Adjacent Zoning: O & R-3

Zoning Conditions: Encroachments into the Zone 2 Water Quality Buffer shall be limited to 20' for structures and pavement

Encroachment into the Zone 2 Buffer for Stormwater BMP/SCM shall be limited to 50'. Diffuse flow shall be achieved before discharge enters Zone 1.

Lot Area: 1.10 Acres (47,916 SF)

Bldg Size: Total Proposed SF= 9600 SF

Proposed Residential SF= 4800 SF

(4) Units w/ 1200SF & 2 BDRMS Each

Proposed Office SF= 4800 SF

(4) Units w/ 1200SF

Proposed Building Height= 29.83FT; 2 Stories

Min. Building Setbacks: Street– 15ft

Boundary– 15ft

Landscaped Screening: Semi-Opaque Screen adjacent to R-3

Parking Required:

1 Vehicle Space per 400 SF(office): 4800sf/400sf= **12 Spaces**

1 Vehicle Space per BDRM= **9 Spaces**

1.5 Bicycle Spaces per Unit plus 1 Space per 4 Residential Units= **11 Bicycle Spaces (5 min)**

Parking Provided (current CUP):

21 Vehicle Spaces: 11 Standard, 1 ADA, & 9 Compact 11 Bicycle Spaces

ADVANTAGES TO LIVE-WORK HOUSING DEVELOPMENTS

A provision in the Land Use Ordinance permitting non-disruptive occupations to conduct business in immediate proximity to residences offers both economic and environmental benefits for the community.

Live-Work housing development serving the area's largest occupation sectors - education, healthcare, and professional **services** - reinforces the local economy and reduces the environmental burden of vehicular traffic by increasing the proportion of Orange County residents working where they live.

Currently only one in five people who live or work in Orange County live AND work in Orange County.

By concentrating workers locally in quality affordable housing, Live-Work development increases the likelihood of occupants' income being locally recirculated while simultaneously alleviating traffic congestion and reducing carbon emissions. People who live AND work in the same community are doubly invested in the vitality of that community.

Spatially, this combination of zoning use categories slows sprawl, and reduces reliance on single-occupant vehicles for commuting to Orange County offsets demand for parking lots.

With its basis in progressive land-use policy, a Live-Work project is well positioned to realize further value through careful siting and design.

Adjustments needed to achieve our goals to build a diverse community.

1. Increase Density from 6.38 units to 14 units
 - (2) *affordable units–2bdrm work from home-WFH 1000sf (residential)*
 - (4) *work from home-WFH 2bdrm: 1000sf (residential)*
 - (4) *live-work 2bdrm: 1000sf (residential) 500sf (office- service)*
 - (4) *live-work 1bdrm: 500sf (residential) 500sf (office- service)*

*** (1 of the above live-work units) cafe: 500sf - 1000sf (community cafe- only drinks made on site, food (pastries) brought in, 1 employee to operate coffee bar)*

2. Decrease Vehicle Parking Requirements (1 per unit)
1 Vehicle Space per Unit= **14 Spaces (vehicle)**
1.5 Bicycle Spaces per Unit plus 1 Space per 4 Residential Units= **25 Bicycle Spaces**
***we plan to have (2) EV charging stations, as well as investigate best way to have electric bikes available on site**
3. Adjust zoning from O to a zone that would allow for a small cafe (see above for description)

TRANSPORTATION & ENVIRONMENTAL NOTES

- Site proximity to public transit, separated bike lanes, and supermarket, as well as the proposed development's provision of secure bike parking/storage all decrease residents' reliance on single occupant vehicles – a major source of carbon emissions, noise and air pollution, and soil and water pollution from road run-off
- Increased unit density with less than typical parking area affords new opportunities for community green spaces, which are a social amenity with mental health benefits, a refuge for native plants and pollinators, and a critical tool to manage stormwater in proximity to Tom's Creek and University Lake
- Live/Work development eliminates resident workers' commutes, which reduces the county's carbon footprint, reduces traffic congestion, and slows sprawl

DESIGN & AFFORDABILITY NOTES

- Carrboro residents earning 50-75K/year and 75K+/year are underserved in rental availability by margins of 450 and 820 units respectively. An affordable unit will be occupied by a tenant earning less than 80% of the median income (\$67.5K/year) and cost less than 30% of their monthly income, so a tenant could earn up to \$54K/year and the rent could be up to \$1350/month.
- Modular construction techniques, on-site renewable energy generation, high insulation value, and careful siting with respect to wind, sun, and shade reduce both the cost of construction and cost of occupancy
- We are an LFA accredited firm and all of our projects are designed sustainably utilizing passive techniques first, then folding in renewable technologies to create robust aesthetically appealing building communities. We will be going for Net Zero Energy for the Jones Ferry Project.

DESIGN & SOCIAL NOTES

- Careful selection of safe, natural materials enhances mental and physical health of residents
- Careful provision of light and control of sound affords dramatic mental health benefits for residents



SUN

GREEN ROOFS

RAIN CATCHMENT (GARDENS)

COURTYARDS

STREET VIEW

603 JONES FERRY
CAUCO STUDIO



STREET VIEW
TOWARDS CARBORO

603 JONES FERRY
CALICO STUDIO

1:500 TELEPHONE LINE
1:500 WATERLINE
1:500 POWER
1:500 PLUMBING
1:500 GAS
1:500 FIBER
1:500 CABLE
1:500 SLOPE
1:500 ELEVATION
1:500 AREA

USE CODE: 7.100 (HOSPITAL/MEDICAL CENTER)
O (OFFICE) ZONING

JONES FERRY ROAD
UNIMULT. MED. OFFICE B/W
CLASSIFICATION: MEDICAL - APARTMENT

PERVIOUS
PAVEMENT

BUSES

TRACT 'B'
JONES FERRY ROAD
P.N. 9778-13-0249
TOWN OF CARRBORO
O.B. 548-315
VANDERBILT
R-3 (RESIDENTIAL) ZONING

- 11 UNITS
- 4 L/W 1 BDEM
- 2 L/W 2 BDEM
- 2 L 2 BDEM
- 1 L 1 BDEM

603 JONES FERRY - SCHEME A

CAUCO STUDIO

USE CODE 1.300
(MULTI-FAMILY RESIDENCE)
R-3 (RESIDENTIAL) ZONING
601 JONES FERRY ROAD
P.N. 9778-13-2829
WOODBRIDGE APARTMENTS
P.B. 38-53



USED TELEPHONE LINE
 USED WATER LINE
 2" OF WOODS
 CONCRETE PIPE
 METAL PIPE
 PLASTIC PIPE
 V.P.E.
 1" PIPE
 4" PROTECTIVE PIPE
 RELATIONS AND
 ADJACENT
 ACCESS

USE CODE: 7.100 (HOSPITAL/MEDICAL CENTER)
 O (OFFICE) ZONING



TRACT 70
 JONES FERRY ROAD
 P.N.L. 9778-33-5749
 TOWN OF CARRBORO
 O.B. 5-1-315
 VACANT
 R-3 (RESIDENTIAL) ZONING

- 11 UNITS
- 4 - LIVE/WORK 18DEM
 - 2 - L/W 26DEM
 - 4 - LIVE 28DEM
 - 1 - LIVE 16DEM

603 Jones Ferry - Scheme B

CAMCO STUDIO

USE CODE 1.300
 (MULTI-FAMILY RESIDENCE)
 R-3 (RESIDENTIAL) ZONING
 601 JONES FERRY ROAD
 P.N.L. 9778-43-2809
 WOODBRIDGE APARTMENTS
 P.B. 38-53

**TRANSPORTATION ADVISORY BOARD
MINUTES**

Thursday, February 16, 2023

BOARD MEMBERS PRESENT

Dave Pcolar, Chair
Elyse Keefe
Lenore Jones-Peretto
David Swan

STAFF PRESENT

Tina Moon

COUNCIL LIAISON PRESENT

Damon Seils

GUESTS PRESENT

II. Call to order

The meeting was called to order at the conclusion of the Joint Review segment of the meeting, at approximately 8:14 pm.

III. Approval of Minutes (December 1, 2022)

A motion was made by Jones-Peretto to approve the December 1, 2022, minutes and seconded by Swan. Motion passed unanimously (Keefe, Jones-Peretto, Pcolar, Swan).

IV. Action & Discussion Items

- Concept Plan for 400 North Greensboro Street

At the previous meeting, the TAB discussed the proposed concept plan for 400 North Greensboro Street, expressed support for the concept and design and noted the following points:

- Encourage the project to include less parking, and
- Inclusion of charging for electric vehicles encouraged

Members discussed the project and whether to include an additional bullet relating to a possible connection to the Shelton Station development and the associated bicycle and pedestrian easement via Parker Street, and/or a bullet relating to provisions for sufficient and secure bike parking. The consensus of the TAB was to stick with the original two bullets to be conveyed to the applicant.

- Revised Meetings Calendar

Following discussion at the previous meeting, a revised meeting calendar was prepared that identified five Safe Routes to School (SRTS) Implementation Committee meetings, for the mid-month meeting in March, May, June, September and November. Keefe noted that the mid-month meeting for November was shown as the fourth Thursday, when it should be on the third Thursday, November 16th.

A motion was made by Jones-Peretto to approved the revised meeting calendar with the November 16th meeting date correction; Swan seconded the motion. Motion passed

unanimously (Keefe, Jones-Peretto, Pcolar, Swan). The SRTS committee meetings will held remotely, with a start time of 5:00 pm.

The TAB briefly discussed SRTS applicants and the upcoming meeting schedule, and it was noted that the SRTS Implementation Committee is structured such that the TAB can serve as the committee and proceed with the work even before others are appointed.

- Staff Updates—Transportation/Other Opportunities/Funding

Updates on Transportation Projects in the STIP

--New updates on the Morgan Creek Greenway, Phase 1 – design approaching 60-percent complete and flood study work underway.

--South Greensboro Street Sidewalk – still working with NCDOT to finish audit on additional scope of work for waterline replacement.

--Bike Loop Detectors – updated design at 90-percent complete, specification manual underway. Once the lane configuration analysis for the 100-200 blocks of North Greensboro Street is completed, the final placement of the bike loops can be determined the bid package completed. (Of note the analysis is related to a proposal to a restriping design to add improved bicycle facilities on North Greensboro Street as part of an upcoming NCDOT resurfacing project.)

--NCDOT is developing express designs for Estes Drive bike/ped improvements and the NC 54 Sidepath in order to review possible alignments and determine more accurate cost estimates.

Other Funding Opportunities for Transportation Projects

--As noted at the December 1st meeting, the Town submitted three projects for the DCHC MPO's Regional Flexible Funding call for projects: Morgan Creek Greenway, Phase 2, the first two segments of the Homestead Road sidepath as identified as priority projects in the Bike Plan update, and bike lanes and a sidewalk on one side of Old NC 86 from Old Fayetteville Road to Calvander.

--The Town submitted four projects to the Great Trail State Coalition request for investment ready projects. These include: Morgan Creek Greenway, Phase 2, the first two segments of the Homestead Road sidepath from the Bike Plan update, the NC 54 Sidepath, and the Seawell School Road sidepath.

--The Town Council adopted a list of projects for ARPA funding in the fall, which included a number of project identified in the Bike Plan update, including priority projects such as the development of westbound buffered or possibly protected bike lanes along Jones Ferry Road; staff is working closely with the Town Engineer and NCDOT to develop a new cross section design. Modifications to the center concrete median would be needed to provide sufficient space.

--The Triangle Bikeway project continues to move forward focusing on the segment from Wake County to Durham County. A future segment would extend the facility to Chapel Hill and potentially connect to the Morgan Creek Greenway system.

--The Town submitted three grant applications in February:

- 1) Triangle J Council of Governments Triangle Transportation Choices (TDM) grant. This is the first time that Carrboro has submitted a standalone grant after serving for several years as a subrecipient of the Town of Chapel Hill.
- 2) NCDOT SRTS Non-Infrastructure grant.
- 3) NCDOT Bicycle Helmet for 50 child-size helmets.

V. Adjourn

Having completed all of the items on the agenda, the meeting was adjourned at 9:13 pm.

DRAFT