ORANGE COUNTY PLANNING DEPARTMENT
131 W. MARGARET LANE, SUITE 201
HILLSBOROUGH, NORTH CAROLINA 27278

AGENDA
ORANGE COUNTY PLANNING BOARD

Wednesday, August 19, 2020

Special Meeting – 7:00 pm

Due to current public health concerns, the meeting will be virtual. Members of the Planning Board and staff will be participating in the meeting remotely. Interested persons can view and participate in the meeting by pre-registering at:
https://orangecountync.zoom.us/webinar/register/WN_nCekqph0TKi2KOo1qIOtuw

After registering, Zoom will email registrants additional information and a link which must be used to access the meeting.

No.	Page(s)	Agenda Item
1.		**BRIEF SUMMARY BY STAFF ON TECHNOLOGY PROTOCOLS FOR MEETING** **Presenter:** Perdita Holtz, Planning Systems Coordinator
2.		**CALL TO ORDER**
3.	**3 – 32**	**INFORMATIONAL ITEMS** **a.** DRAFT Minutes for the August 5, 2020 Regular Meeting (to be approved at the next regular meeting; provided here for information purposes)
4.		**CONSIDERATION OF ADDITIONS TO AGENDA**
5.		**PUBLIC CHARGE** **Introduction to the Public Charge** The Board of County Commissioners, under the authority of North Carolina General Statute, appoints the Orange County Planning Board (OCPB) to uphold the written land development laws of the County. The general purpose of OCPB is to guide and accomplish coordinated and harmonious development. OCPB shall do so in a manner which considers the present and future needs of its residents and businesses through efficient and responsive process that contributes to and promotes the health, safety, and welfare of the overall County. The OCPB will make every effort to uphold a vision of responsive governance and quality public services during our deliberations, decisions, and recommendations. **Public Charge** The Planning Board pledges its respect to all present. The Board asks those attending this meeting to conduct themselves in a respectful, courteous manner toward each other, County staff, and Board members. At any time should a member of the Board or the public fail to

No.	Page(s)	Agenda Item
		observe this charge, the Chair will take steps to restore order and decorum. Should it become impossible to restore order and continue the meeting, the Chair will recess the meeting until such time that a genuine commitment to this public charge is observed. The Planning Board asks that all electronic devices such as cell phones, pagers, and computers should please be turned off or set to silent/vibrate. Please be kind to everyone.
6.		**CHAIR COMMENTS**
7.	**33 – 38**	**CLARIFICATION OF PLANNING BOARD ACTIONS ON PROPOSED AMENDMENTS TO THE TOWN OF HILLSBOROUGH/ORANGE COUNTY CENTRAL ORANGE COORDINATED AREA (COCA) LAND USE PLAN AND TO THE ORANGE COUNTY COMPREHENSIVE PLAN FUTURE LAND USE MAP (FLUM) -** To clarify the motion made at the August 5, 2020 Planning Board meeting and revote on the clarified motion regarding County-initiated amendments to the COCA and FLUM in the vicinity of the southern portion of the Hillsborough Area Economic Development District. This item is scheduled for BOCC public hearing on September 15, 2020. **Presenter:** Tom Altieri, Comprehensive Planning Supervisor
8.	**39 – 125**	**ZONING ATLAS AMENDMENT (MASTER PLAN DEVELOPMENT APPLICATION – RESEARCH TRIANGLE LOGISTICAL PARK) -** To continue review and make a recommendation to the BOCC on a developer-initiated application for an MPD-CZ (Master Plan Development Conditional Zoning). The proposed project encompasses approximately 180 acres in the Hillsborough Economic Development District (EDD) south of Interstate 40 and west of Old Highway 86, within Hillsborough Township. 168 acres are currently zoned MPD-CZ (Settler's Point) and 12 acres are currently zoned R-1 (Rural Residential). This item was continued from the August 5 regular meeting and is scheduled for BOCC public hearing on September 15, 2020. **Presenter:** Michael Harvey, Current Planning Supervisor
9.		**ADJOURNMENT**

IF AN EMERGENCY OCCURS, OR IF YOU ARE RUNNING LATE FOR THE MEETING, PLEASE LEAVE A VOICE MAIL FOR PERDITA HOLTZ (919-245-2578).

D R A F T

MEETING MINUTES
ORANGE COUNTY PLANNING BOARD
AUGUST 5, 2020
REGULAR MEETING

(Due to current public health concerns, this meeting was held virtually.
Members of the Planning Board, staff and public participated remotely)

MEMBERS PRESENT: David Blankfard (Chair), Hillsborough Township Representative; Adam Beeman (Vice-Chair), Cedar Grove Township Representative; Kim Piracci, Eno Township Representative; Susan Hunter, Chapel Hill Township Representative; Patricia Roberts, Cheeks Township Representative; Randy Marshall, At-Large Representative; Hunter Spitzer, At-Large Representative; Alexandra Allman, At-Large Representative; Melissa Poole, Little River Township Representative; Carrie Fletcher, Bingham Township Representative

MEMBERS ABSENT: Gio Mollinedo, At-Large Representative; Vacant, At-Large Representative

STAFF PRESENT: Craig Benedict, Planning Director; Perdita Holtz, Planning Systems Coordinator; Tom Altieri, Comprehensive Planning Supervisor; Michael Harvey, Current Planning Supervisor; Brian Carson, GIS Tech III, Tom Ten Eyck, Transportation/Land Use Planner, Christopher Sandt, Staff Engineer; Tina Love, Administrative Support; Steve Brantley, Economic Development Director, Amanda Garner, Assistant Economic Development Director;

APPLICANT AND ASSOCIATES PRESENT: Bill Aucoin, Vice President - Avison Young; Chris Bostic, Project Manager – Kimley-Horn and Associates, Inc.; Jack Graham, Principal – Avison Young; Michael Birch, Partner – Longleaf Law Partners; Christa Greene, Senior Principal – Stantec; Frank Csapo, CEO – Barrister Commercial Group; Wes Hall, Civil Engineer Analyst – Kimley-Horn; Matt Peach, Senior Transportation Engineer – Stantec; Rick Ogburn, Director of Construction – Barrister Commercial Group; Doug Short, Partner – Manning Fulton

OTHERS PRESENT: Penny Rich (BOCC Chair); Sarah Shore; Joseph Shore; Stephen Williams; Frederick Tapp; Kaila Mitchell; Brandon Sneed; Gerald Scarlett; Leslie Robert;, Ellen Mayer; Jayse Sessi; Myra Gwin-Summers; Franklin Garland; Isabel Garland; Clare Brennan; Karen Fernandez; Theresa Gilliam; Maryanne Ross; Jill Bauer; Dennis Hagerman; Ronald Sieber; Jared Jurkiewicz; Matthew Kostura; Jon Lorusso; Richard Wagoner; Ted Bryant; Bob Bundschuh; Allen Rynish; Brian Lapham; Steve Kaufmann; Gina Rhoades; Doug Short; Betty Garland; Kevin Nicholson, Jonathan Espitia, William Clayton, Beatrice Brooks, Rowdy and Kim Walker, Beth Rosenberg, Diane and Erik Dunder; Noah Chase; Cedar Eagle; Jack Rupplin; Tammy Grubb; 3 callers

AGENDA ITEM 1: BRIEF SUMMARY BY STAFF ON TECHNOLOGY PROTOCOLS FOR MEETING

PRESENTER: Perdita Holtz, Planning Systems Coordinator

Perdita reviewed the technical processes and rules

AGENDA ITEM 2: CALL TO ORDER AND ROLL CALL

Chair David Blankfard called the meeting to order.

AGENDA ITEM 3: INFORMATION ITEMS

a. Planning Calendar for August and September

AGENDA ITEM 4: APPROVAL OF MINUTES

February 5, 2020

MOTION by Randy Marshall to approve the February 5, 2020 Meeting Minutes. Seconded by Hunter Spitzer.
VOTE: Unanimous

AGENDA ITEM 5: CONSIDERATION OF ADDITIONS TO AGENDA.

There were none

AGENDA ITEM 6: PUBLIC CHARGE

INTRODUCTION TO THE PUBLIC CHARGE

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PUBLIC CHARGE

The Planning Board pledges to the citizens of Orange County its respect. The Board asks its citizens to conduct themselves in a respectful, courteous manner, both with the Board and with fellow citizens. At any time, should any member of the Board or any citizen fail to observe this public charge, the Chair will ask the offending member to leave the meeting until that individual regains personal control. Should decorum fail to be restored, the Chair will recess the meeting until such time that a genuine commitment to this public charge is observed.

AGENDA ITEM 7: CHAIR COMMENTS

There were none

AGENDA ITEM 8: PROPOSED AMENDMENTS TO THE TOWN OF HILLSBOROUGH/ORANGE COUNTY CENTRAL ORANGE COORDINATED AREA (COCA) LAND USE PLAN AND TO THE ORANGE COUNTY COMPREHENSIVE PLAN FUTURE LAND USE MAP (FLUM) - To review and make a recommendation to the BOCC on County-initiated amendments to the COCA and FLUM in the vicinity of the southern portion of the Hillsborough Area Economic Development District. The amendments related to COCA affect 17 parcels (in whole or part) encompassing 84 acres. The amendments related to the FLUM affect 20 parcels (in whole or part) encompassing 89 acres. The COCA proposed land use category is Suburban Office and the FLUM proposed category is Economic Development. This item is scheduled for BOCC public hearing on September 15, 2020.

PRESENTER: Tom Altieri, Comprehensive Planning Supervisor

Tom Altieri reviewed the abstract and proposed changes

Hunter Spitzer: The first question that I have, no residential zoning will be permitted under this new County Land Use under the Economic Transitionary correct?

Tom Altieri: As part of these amendments, there is no associated rezoning at this time. The residential structures, the homes that are there now will continue to be conforming, the planning term, because the Rural Residential or R1 Zoning District will remain in place.

Hunter Spitzer: So could these properties potentially be rezoned to say medium or low intensity residential development is my question, are those allowable zonings under this new land use?

Tom Altieri: Yes

Hunter Spitzer: I noticed in the Comprehensive Land Use map that there are protected areas identified in green but in the areas selected to be rezoned as Suburban Office, there are no protected areas and I was wondering why not but they are identified as protected in the County Land Use map. I suppose I know why, because we don't want to restrict development but I was wondering if you could lend anything to that.

Tom Altieri: It's really for no particular reason, it's just a matter of the Town took the initial step in the development of the Joint Land Use Plan and it used the Land Use categories that it already had in its existing plan and it is just not shown on the map in the Joint Land Use Plan. Those areas there certainly exist, I did mention that if or how development occur in those resource protection areas is really handled through our Zoning Ordinance with stream buffers and so forth. I think the resource protections area is really shown on the County's Future Land Use map as more, let's just say, a reminder, if you would. That layer that land use category does not have a direct companion-zoning district or applicable zoning districts that would be applied in a resource protection area. It's more or less just an overlay just to show where there is a high likelihood of wetlands or steep slopes and so forth.

Hunter Spitzer: Ok, thank you.

David Blankfard: I have a question, so Orange County Comprehensive Plan map says it's 20 parcels and 89 acres and Hillsborough says it's 17 parcels and 84 acres. Is that just the Town and Orange County finally coming together to make the map match up?

Tom Altieri: That is correct. There are just a few parcels that are addressed in the COCA Land Use Plan on the north side of the amendment area that are also covered in the County's Future Land Use map so there's a little overlap there. That's why when we're looking at amendments to the COCA Land Use Plan the acreage amount is different from the County's Land Use Plan. I can point those out if you'd like to see the differences, I know you have the maps in your packets but there is just a few parcels and a few acres difference between the two amendments and that's right along the northern boundary of the amendment area.

Melissa Poole: Will you flip back – I think it was 17, one of the maps where it had the star. (Map was shown) This is currently Rural Residential and the star is where the RTLP is planned to go.

Tom Altieri: Correct.

Melissa Poole: So, I guess my questions is that it seems like we are doing this backwards, for me if this is Rural Residential then why is RTLP planned to go there but we are only now talking about rezoning? It seems like we are doing this backwards. Am I misunderstanding?

Tom Altieri: What we are doing is responding to the Town's expansion of its Urban Services area and we are reflecting that on the Joint Land Use Plan with Hillsborough and when that's done, we need to apply a Future Land Use category to the map and that is the addition of the Suburban Office Complex. We also need to add a County Land Use classification which is Economic Development District. The County is not proposing rezoning so this 12 acres would stay R1. However, there is another item on your agenda tonight where the developer is initiating a process to also amend the zoning, not just for the 12 acres where the star is, but for a couple of the parcels to the north as well. I hope that answers your question. These are really separate amendments. We have a County initiated amendment to implement the expansion of the Town's Urban Services Area that is different and separate from the developer's proposal and the rezoning required for RTLP. It's just a matter of the two amendments share 12 acres. Does that help?

Melissa Poole: Yes, thank you.

David Blankfard: Ok, we will take comments from the public. Please say your name and if you received a letter from the County about this amendment. Thank you.

Franklin Garland: My name is Franklin Garland and I live off of Ode Turner Road. It seems like this was tried already and I have a lot to say. Some people have ceded their time to me because I have spent the last two weeks actually doing research. Nobody on the south side of the I-40 wants this, ok, the residents. There's approximately

2000 residents that get involved in this. I know that you're looking at just one particular piece of land out there but what does the public, what do the people of Orange County have to say about this? I am looking at the Code of Ethics, I'm looking at the Mission Statements, it says here "serve the residents of Orange County" "our residents come first". Now the residents don't want this, ok. I know that, I personally put out 2000 flyers last week and it's unanimous out there that nobody wants it. So how can you force this on us, ok. Even though we don't want it. That's another question for the Planning and Inspections Board out here. I have many, many questions that go along here and I'm going to read a statement later on that maybe clarifies a whole lot but right now, my main question is what give you the right to just force this on us? Anybody? Want to care to answer? Who's win?

David Blankfard: Your elected officials, they are the ones that started this with the Town... (interrupted)

Franklin Garland: So our elected officials…

David Blankfard: Hold on, let me finish, your elected officials are the ones that started this land use planning, years and years ago so I don't know what to tell you.

Franklin Garland: in 1991, this was planned as an EDD, actually all this area out here was rural, and it was designated possibly as an Economic Development Area because I-40 wasn't in place then. Once I-40 went in place, I believe in 1984, actually you said 1981. It actually was designated as is and this is 39 years ago. This whole area has grown to be residential now. It's no longer open space and rural and like I said it's a whole lot of people out there. If our elected officials are choosing to do this, why are they going in there with perceived ideas, and already made up their mind that this is going to happen. That's not the democratic way. That's called a fascist way when you do it that way. It's very offensive, most people are offended by this and we're trying to put a stop to this. By the way, I think this is a ridiculous way to hold a meeting. I am going to add that, that we have 42 attendees where in person you would probably have several thousand today, ok. It's not valid for anybody in there, we actually are trying to take some legal action on this as well. I will have more to say, I have a statement that I mailed out to the Commissioners already, I hope that they have the courtesy to read it, I asked them to actually reply via email, text, call any which way that they had actually received the email. I have one of the Commissioners actually respond, that said they received it, not that they had read it, it would be nice if they actually went with how their constituency actually feels. I think they are the ones that count out here. Again, like I said earlier, as that our residents come first and you're putting the Town of Hillsborough first. You're putting the Planning Board first, what the whims are there. We are perfectly happy with our wells, we don't want city water necessarily out here. We don't want city sewer, we are out of the Town, we don't want to be annexed and this is not just me. I happen to hold a chunk of property that is immediately adjacent to this that I'm structure out there that basically, 2.5 million square feet big. This is about 3 times the size of Carter Findlay Stadium and you say that doesn't have an impact. You're putting this in middle of an area that is completely at this point basically residential. So you're going to put an industrial park for lack of a better word, because this light manufacturing, any manufacturing as you actually look carefully in there, warehousing and logistic center. That translates into industrial park, this is a pretty hefty size industrial park. It would actually, just to give you a couple comparison numbers, the PNC Center is 700,000 square feet including all the levels, so that's 700,000 this is 2.5 million that you want to put in there. Carter Findlay Stadium is 107,000 square feet. How can this not going to have an impact on this whole area, doing this.

David Blankfard: I think your comments, most of the stuff you are wanting to talk about is going to be held up in the later item. Right now we're talking about something else. Thank you.

Franklin Garland: I know you're trying to approve something that is going to be the infrastructure for something else.

Craig Benedict: Good evening, my name is Craig Benedict, Orange County Planning Director. Just a little bit about how we can answer some questions from the public in how we will handle it moving forward. If staff can address with a quick answer, if it's a or b we will provide that during this meeting, if it is a more lengthy question, we will make note of the public comment and we can provide in writing the justification of the goals of the County and how the process has come forward.

Franklin Garland: (background discussion of a personal nature)

Perdita Holtz: I have gone ahead and muted Franklin Garland

Randy Marshall: I was just going to say that since we have a number of people who want to speak tonight, it seems to me we want to try to institute some limit to the amount of time that people have to speak. Otherwise, we're going to be here terribly late. The other thing is in the past, it's never been quite productive to have Planning Board members respond to presenters individually. I agree with what Craig had to say in that we need to take the information that people are offering to us and we can get back to them or staff can get back to them at an appropriate time.

David Blankfard: Thank you Randy.

Perdita Holtz: We have asked for folks to limit comments to no more than 5 minutes.

Ronald Sieber: This is Ronald Sieber speaking; I live in the New Hope Springs neighborhood, which is along David Road. I have two short comments to make and a question. My first comment is that the signs that have been provided by the Planning Department to announce these meetings are too small, the print on them is too small, and they are placed in dangerous venues that if a person such as myself wants to stop and try to interrupt what is on them, we'll get run over by cars. This actually happened to me on Davis Road when I stopped to photograph one of the signs because it was really too small to read. As I was doing that, a truck came up behind me and almost hit my car which was parked by the side of the road. I would ask the Planning Department to please come up with a sign that's got larger print in it, is more intelligent in its presentation and doesn't present a danger to us folks who want to read what's going on. My second comment is that the July 21st meeting invited only those people within a 1000 square feet of the affected area along David Road, which is a mile and a half long, there are 100s of homes, thousands of people who live on Davis and Ode Turner and all of us are going to be effected by this change. Not only from the development itself in parcels one and two but also the proposed change of planning along Davis for that little 12 acre parcel that the RTLP is planning to incorporate as part of their zoning change. That goes to my questions, my questions is if this is a rural neighborhood of farms, legacy businesses and homes, why are we allowing a major corporation come in and annex this piece and make it part of their monstrosity of a development. This is just going to change everything not only in our neighborhood but on the road itself on Old 86 and potentially on Davis Road. That's the end of my question. Thank you for taking it.

Richard Wagoner: My question is more of a question than a comment. I was unable to attend the earlier July meeting for the public and my question is about the residential areas right when you come off I-40 onto Old 86. Right now, I think it is in the Neighborhood Mixed Use on one map but on another map, it's the Economic Development Transition so I am trying to get an idea of what is proposed for that area in the future. My mother-in-law lives when you are coming off 86 on the right hand side, my wife is the property owner along with my mother-in-law so we are trying to find out what is proposed for that area.

Tom Altieri: The parcels you are inquiring about are to the north of the amendment area that I discussed in my presentation. They are addressed in that Central Orange Joint Land Use Plan as well as the County's Comprehensive Plan it is located in an area that would have the potential for economic development. The properties there that are residential if zoned for non-residential uses those parcels are allowed to continue to be there to have residential uses. They are what's called non-conforming uses meaning that it may be a house if it's rezoned to non-residential it's not within the conforming zoning district but those houses are certainly allowed to stay. We did receive a question at our public information session about would it increase potentially the developers interests in purchasing those houses and the response at that time was that yes it could so it is possible there could be some transitioning there if property owners want to willingly sell their property to developers for non-residential uses in the future.

Richard Wagoner: There would be no requirement at this time, you could stay there if you wanted to or sell if you wanted to?

Tom Altieri: Absolutely, that is correct. I know it's hard to really separate the development proposal from some of the land use amendments that I've been discussing but things like buffer requirements around the development to provide buffers between it and adjacent residential uses will certainly be discussed later this evening.

Richard Wagoner: Ok, thank you.

Clare Brennan: Hi, Clare Brennan, like one of my neighbors earlier, I also live down Davis Road in the New Hope Springs subdivision. I wanted to specifically talk about that little parcel of land that had the star on it. That's of concern to me and I think a lot of my neighbors since we live down Davis Road. As I see it, I think this big planned economic development is likely going to happen but I would like to sort of try to get a win out of this somehow and maybe will a battle but lose the war. My position is that we need not be rezoning or annexing that little parcel that had the star on it. I think that was 17 acres that was on the west side of 86 and adjacent to Davis Road. I think there was plans to change that zoning from Rural Residential to an Economic Development Transitional Zone, I am totally opposed to that, and speaking for my neighbors, I think we all are in the subdivision. I also want to step back and remind people that Old 86 is one of 57 scenic byways in the State of North Carolina and appeared on colonial maps of this state dating back to 1770 so we've had 250 years of living off of Old 86, families, generations enjoying this rural life so it is really with a lot of dismay and disappointment that we are seeing the plans for this huge rezoning here right at the corner of our neighborhood. I also take a bit of issue with the term RTP Logistics Park. We are at least 30 miles from RTP, surely this is a bit of a misnomer should we maybe consider calling this the Hillsborough Manufacturing District, it's kind of what we are looking at, right? This is not a RTP associated park in any way shape or form. Also this might go onto the next agenda item but I have a real concern about the PIN 9862-99-8894 that is a warehouse that has an access road off of Davis Road and this is planned to be 300,000 square feet again according to my math that is some sort of building that would be 300 ft. by 1000 ft. right as you turn off of Old 86 onto Davis Road. Quite frankly, that is really unacceptable. We moved out here to this lovely part of Hillsborough and Orange County for the luxury and the privilege of living in the country and that is really just going to totally deface the whole entryway into what is supposed to be our gateway into historic Hillsborough. I also want to mention in this COVID environment, that Davis Road has really become a place that our neighbors cherish. We cycle out there and walk out there you see families walking hand in hand with children on Davis Road especially because people are home now and not able to go out and socialize. Folks cycle out there this is a great place to ride bikes and again that quality of life that we're used to maybe gone if this huge development comes to fruition so my pitch again is to remove any service road, any development from encroaching down that Davis Road corridor and let's leave Davis Road in as much of the pristine condition as we can. My last question is once this large manufacturing and industrial warehousing site is approved, will residents be notified about the potential new owners of these facilities and what sort of manufacturing and industrial plans do we have for these parcels are we looking at a rubber tire plant, a swine pig manufacturing site, pharmaceuticals what are we really approving here? It's quite nebulas in my mind and a little frightening so I'll stop now and just take any questions if need be. Thank you.

David Blankfard: Thank you.

Randy Marshall: How far is your development from 86?

Clare Brennan: 1.75 miles, it's right the Ode Turner fork, go left at the fork.

Randy Marshall: Ok, so you'd have to go 1.7 miles down Davis Drive from 86 to get to your development?

Clare Brennan: Correct.

Randy Marshall: Thank you.

Hunter Spitzer: My question was if we do not approve this Land Use Plan amendment, can this area still be rezoned in the following amendment or would it be passed to the Board of County Commissioners? The one for the Research Triangle Logistic Park if we don't change our land use map?

Tom Altieri: Any rezoning needs to be consistent with the Land Use Plan. If it is not consistent with the Land Use Plan then the Land Use Plan needs to change concurrently. So the answer to your question is no.

Craig Benedict: I can add on to that. North Carolina State Law allows rezoning to proceed and independent and if the rezoning is approved in an area such as this then we would have to, as Tom said, go back and change the Land Use Plan.

Hunter Spitzer: So it would be inconsistent but because our Land Use Plan didn't agree with this, it wouldn't necessarily stop it?

Craig Benedict: That's correct.

Jared Jurkiewicz: My name is Jared Jurkiewicz; I live down Davis Road as well just past the New Hope Subdivision. I'm actually in the Windsong Subdivision, which is a tenth of a mile from them. I am also the president of the homeowners association for the Windsong Subdivision representing approximately 15 households on this call and I would just like us all to go on record saying that we oppose making these changes here all of us are extremely concerned about the detrimental effects it will have to our community, to the traffic on Davis and to the overall lifestyle of the area. It has been summarized by Franklin and several others beforehand that many of us moved out here specifically because it was a rural area and we wanted to be outside of the city. We did not come here to suddenly have a massive manufacturing facility and warehouse district pop up in our back yards. A lot of us are incredibly unhappy about this and I don't know if it is true or not but I know it has been discussed among people here as we feel like this is being snuck in and hidden with the things such as the signs that are unreadable on the road unless you stop and endanger your life to read them. That the stuff is being done very under the table and sort of an underhanded fashion and it is breeding a lot of resentment with the residents of this area. I can that's true for my entire subdivision, it's come up in our homeowners association meetings several time now and as Franklin said, it really feels like, even though the statute said or the creed said that Hillsborough residents come first, it feels like we are all coming last. That this corporation, which is from out of state, is getting more preferential treatment than the 2000 + citizens that live here and that's pretty much my entire comment. Thank you.

Hunter Spitzer: New question, I know that the Town is planning to expand sewer service area to the north of this parcel that's in question right now and they will provide services to the proposed RTLP development but I remember reading the plan that they're also planning a long term vision to build a sewer loop that will return back across 86 and I wondered if the Town needs this area to complete that project?

Craig Benedict: Tom, I can handle that one. The loop that they would be providing would be for a water system and not a sewer system. So it's likely that in order to get the fire flows for development of this type, that a loop would occur back from I-40 near the service road through the development and back out to Old 86 where there is presently a large water line in 86 now. As far as the sewer system, this area even this additional 12 acre area and the other roughly 70 acres on the east side all flows by gravity naturally to the sewer systems within Hillsborough. That's why this both could be served easily by the sewer system and also water main loop that would go back to the existing facilities along Old 86.

Hunter Spitzer: Right, the Town doesn't necessarily need this area to complete the water loop.

Craig Benedict: There's multiple engineering solutions. One of them would be a loop system so it's something that's being explored to provide those fire flows that are necessary.

David Blankfard: I think the other way they could do it is to have a fire pump inside each room and each building could generate the flows that they would need for a sprinkler system but those are costly.

Bob Bundschuh: My name is Bob Bundschuh; I also live in New Hope Springs, a couple of miles down Davis. I'll try to keep this to this particular amendment. The first question I have is when did Hillsborough actually approve this? You said that this is the next step the County has to then follow suit but why now? What made it pertinent this month to actually start doing this and is it related to the second part of the agenda? Looking at your first five slides, you looked at all the areas that are slated for development, there are a lot of areas that are slated for development, already zoned for development and aren't developed yet. So why the push to do this right now, why don't we wait until we actually let the demand start catching up with the supply. Or as some people have said is this a quick way to get this kind of rezoned and then call it the master plan which back when Settler's Point was going on this was phase 3 and some type of retirement place and we're going to go ahead and table that as kind of a negotiation tactic that was used back then. So why is it suddenly become a thing to, it's not a rezoning but we're going to match it up with the master plan for the Suburban Office. The second one is the 12 acre parcel at the northwest corner, it's kind of funny that it is connected to the redrawing of the lines to say, we need that little 12 acre parcel to become part of this complex across the way. So we had 89 acres and 12 of it is across the street. Is it really realistic that someone would actually go in and get that 12 acres, develop it you said, a walkable office building without drive up traffic or is that a way to let's get this little corner across the street, and Hunter even eluded to it, do we have to do it in the right

order to say yeah we do the land use first and then we can go and rezone it. Is that a way of saying let's get this first because somebody wants to rezone that later. It's not, it doesn't make sense that we have to put that little 12 acre piece in there, it's just a way to get it in line so that in your next agenda you can then rezone it. Like other people, that connection to Davis, and we'll talk about that more in the second one, it makes no sense. Davis is a two-lane road where the white line actually will go into the gravel sometimes it's so narrow. The development on Davis is not where you want to put it. And lastly, so how do we change it? Every time we come to one of these meetings, we want to change the master plan of the development to zone it more industrial and take away rural and you said well that's been the plan for 20 years. Well obviously, it can be changed so how do we change it back. Do we go to the zoning board? Do we go to the County Commissioners? How do we put restrictions as the people that live out here, so that every year we don't have to keep doing this and that a decision made 20, 30 years, is not going to come up all the time. One last comment, and Randy with all due respect, you said earlier that we have to make this quick or we'll be here terribly late. I understand we got to make it quick but we live here. We're the one that have to deal with the decisions being made so if people have to stay up a little later, I think that's a small sacrifice for those of us who have to live with being up terribly late with development so with all due respect, I'm ok with staying up a little late and I think everybody else is to. Thank you.

Maryanne Ross: Hi, thank you for having this meeting and thank you Bob for that. We are community members and with all due respect, if we are here later, this is our neighborhood. The last meeting that we attended it was put off to a later date and they waited until we forgot, they waited until something else happened and they passed a rezoning. It's the same thing that Ronald said, the sign was put out and it was so small, the meeting had passed, it was only for a few people and then the next thing I knew, I drove by and there were like 20 signs out. And then the meeting happened a week later. So, speaking to David and Hunter and Melissa, welcome, the OCPB charge is that 'harmonious development, future needs, homes, homestead, wildlife habitat' we have deer, we have endangered bluebirds, we have many wildlife that are living in this neighborhood community. Whether or not we live 1.75 miles, 2.3 miles, we live on Davis, we live on Ode Turner, we live in this neighborhood. This is where we live now. We didn't live here 20 years ago this is where we live this is where our families are this is our harmonious development we are your constituents we would appreciate you listening to what we have to say. I'm talking to you Hunter, I'm talking to you Melissa, I'm talking to you David. Apparently, you weren't here when we had this meeting two years ago and they wanted to rezone yet again these same areas and that fell through and what Mr. Altieri described earlier, the whole kit and caboodle was this is an example of the Town giving an inch and a developer taking a mile because there's a little bit of an extra parcel and that's what they want to do. And we implore you to please put a stop to it. Let us have our green area. Let us live our lives where we live it best. I do not need nor do we want to have this traffic, this green space taken away, Thank you.

Jon Lorusso: Good evening, I don't have a lot to say. I wanted to voice my opposition to this. I also live off Davis Road across from the New Hope Springs Subdivision. I am against this I concur with previous speakers about the signs. I almost got into an accident myself trying to read information off a sign. It does feel like this is being done without the, no one voices their opposition. I came in from a meeting late tonight and I missed the meeting in July. I wasn't at the meeting a few years ago that the previous speaker mentioned. I don't know how long in the process we are but once it's done you cannot undo it. You cut down a tree the tree is gone it's not coming back you can't just put a new one there. If this is done, it's permanent. It will change forever the place that we live. The phrase Not in My Back Yard comes to mind. I don't know how many of the County Commissioners live in this area if this was being done on the other side of the County, I probably wouldn't care but it is being done in my backyard like the previous speakers have said, I didn't move here so that I could live next to a giant manufacturing district. This is just not why I moved here not why I live here. I would also like to reiterate what speakers said about the potential use. What's going to go on here? No idea. I think she mentioned a rubber tire factory, who knows? It's really none of our business right? It's private property, they can do whatever they want. I am very upset by this and I really wish you wouldn't do this to us. That's all I have to say.

Stephen Williams: I just wanted to voice my concerns and many people have already spoken on the topics I was concerned about. I am wondering why the residents in this area haven't be given any results as to if traffic studies have been done on the impacts that this facility might have on traffic as well as green space. I spent one day this week putting up my new mailbox because I am in the process of building on a property 3 acres that will border this potential development and life others have said, as I was putting up my mailbox, bikers went by, people walking, cars, it's just unimaginable what the impacts will be on Davis Road to allow an entrance or exit to a facility of this size. I am also confused as to why the 12 acres is so important. We keep saying that it's, we'll talk about something

separate but really they go hand and hands. I really thought it would have been best in the interest of everyone if this had been addressed and then questions had been asked. There's a major and no one has mentioned this, there are major power lines that separate that 12 acres from the rest of this development. I don't know if that has been brought to anyone's attention, I'm sure the planning committee is aware of that it just seems illogical that those 12 acres are essential to them putting this development in. I concur the signs are super small, many people at the July meeting voiced their concerns there weren't many of us but there were a few there. I do feel like it's absurd that we're talking about changing the zoning of a residential area with residents and people's homes and lives that in and of itself should say. What are we doing here? Why are we doing this? Are we doing this for money? I chose to buy land in Orange County and pay the higher taxes because I wanted some space, I wanted 3 acres, I wanted some woods. I didn't know at the time that all this was going to be occurring or I would have changed my mind. I could have bought in a different county and paid a lot lower taxes so I hope the planners here will hear our voices and as it's been said, we do the voting and I guess we'll need to remember that when we vote again. Again, time is of the essence but I'm hearing a lot of questions from people on the planning committee so we might want to direct the time to constituents and residents if we want to save time and save those planning committee questions for when you guys meet at a later time. Thank you.

Leslie Roberts: Thank you for letting me speak, this is Leslie Roberts and I live on Old 86 about a half a mile from the Davis/86 intersection. I am opposed to this and I have some concerns that have not been mentioned yet. One of them being that traffic on Old 86 is picking up quite a bit since I've moved here I've noticed and I think would be erroneous to assume that the traffic will stay between this warehouse and 40 since 40 is right there. I think that traffic will probably increase along Old 86 to New Hope Church Road as people bypassing go another to the interstate. I think that is something that should be considered also considering the narrower parts of Old 86 out here as well as cyclists and just people just trying to get out of their driveways. I am also concerned because I know that this is a long time coming people have not heard that this has been in motion for many many years but the world we live in now is not the same world we were in when this was thought of and I think it would behoove us to really take a step back and consider the footprint that we are looking at leaving with this industrial complex. Many businesses are opting to work from home options that may be permanent. They are finding that automation can make smaller spaces for warehouses and not as big warehouses are needed. So I think it's frivolous at this point to consider such a big industrial impact when we're very clearly seeing that in two or three years from now the same resources may not be necessary and so I think that's really important to consider that what we're doing here will have a lasting effect. I have a question to be considered for later, are there plans to consider that is there a pivot that can be made if we realize that this is not going to be fruitful. So that's where I'm coming from. I appreciate you taking my questions, thank you.

Matthew Kostura: Just a couple of comments. First there have been a lot of question about what might go in here. I think it's pretty clear what going to go in here, a very large warehousing distribution center, manufacturing is probably not in the cards here. You are really talking about the big impacts is traffic and with all due respect to Randy about asking where people live on Davis Road, 1.8 miles away, whatever. Last I heard cars move they are going to be coming down this way and a point that I want to make is that for everybody out here on Davis Road, all the comments about the biking and the walking and such are true and here's the reason why, in 20 years' time since I've been living here based on North Carolina's own annual average daily trip data, the traffic on David Road has not increased one bit it's been stuck around 800 trips a day. So this is not a road for us, it's a driveway. We don't view it as a road it's our driveway that we come home to. Now at the top of it, you're going to be putting the traffic bog of basically four years' worth of trips on this road, four years 3000 trips. That just doesn't make any sense. Secondly, I want to go back to Melissa Poole's question because I think it's really important. It seems like this rezoning is backwards. How I interrupt Tom Altieri's commentary is basically this way, we can rezone it because in the future we have it marked for rezoning. So we can rezone it now. That's basically how I'm interrupting this, I think it's true but it's really just as a way, an ad hoc way to say, we're going to get this way in that is critical for this development. They need a second egress from that site and that land is for that. Oh and by the way, they're putting a 300,000 square foot building there too. Right next to a bunch of homes, which they are free, to sell to anybody who wants to come in and put up fence. It seems to me, I really want to address that issue of how this lays out because it seems to me like this a very ad hoc exercise. I really like some explanations on how that works out because it seems to me what you're justifying a present change because the future overlay that's going to occur. Really, that cuts back to Melissa Poole's comments. Thank you, I'm done.

Adam Beeman: I am just wondering if we can just get past this first amendment, a lot of the problems and questions would be addressed and answered in Mr. Harvey's presentation over the rezoning of the MPZ-CD. We're going through stuff that they will get answers to once Mr. Harvey give his presentation. I don't know if there is a way we can vote on this first amendment and move along but a lot of the stuff will be answered once we get to that next presentation, I believe.

Gerald Scarlett: I will speak specifically to Item 8 let it be known that I am not in favor of any of this. I have been here for 65 years; my family has been here for over 200 years. When you look at your map, West Scarlett Mountain Road is my driveway. It's a half a mile long and I personally maintain all of it, all the expense and all the work. What I would ask of the Board is that you recommend to the County Commissioners that Item 8 not be approved. I'd like for all this to go away but I've been fighting this stuff since Interstate 40 took part of my property so I know how some of it will turn out but we do not need to approve Item 8. If you look at that map, the change that you are making, I know it's not yet a rezoning, seems to be just because the Town wanted to do it and we want to match that. I think we need to make everything as hard as possible for anybody to do anything in that section other than the R1. Part of my reasoning for that is if you look at my driveway, that is the beginning of the Rural Buffer. My property is in the Rural Buffer. There are a lot of things I cannot do with my property that people on Davis Road can because I'm in the Rural Buffer. Some of my tax money has been spend over the last couple of years to put up signs that say 'Entering the Rural Buffer'. Some people love it, I personally don't, it rubs my nose in the fact that I can't do something on the piece of property my family has been paying taxes on for 150 – 200 years but none of that matters at this point but if you look at that map and you look at my driveway, it does not make sense to me that you have a Rural Buffer that limits the use of property so that it has to stay the very rural, more rural than the rest of the County but I would have to pass businesses and retail potential down the road to get off of my Rural Buffer property. If we are going to make development, there has got to be a buffer between a Rural Buffer and the beginning of the Retail and Industrial. It makes no sense to make a hard line to the Rural Buffer, don't cut your trees, you can't divide your property, right over to here's an industrial zone. If you are going to this and recommend to the County Commissioners that they do this and approve this then you need to do away with the Rural Buffer. That needs to be forgotten about so I guess if there is a question in all that, is there any intention of providing any kind of buffer between my driveway and the changes that this might allow and the zoning that it might allow down the road and I know that the answer to that is no. So, I would beg you please recommend to the Commissioners at least for Item 8 and of course, I think so for the rest of it too, recommend to them that they do not change that. Let's not make it easy for people to come in and ruin what we've done here. Thank you.

Sarah Shore: My name is Sarah Shore. Randy, I just want to let you know that my land backs up to this so we are directly affected by this amendment. This proposed amendment that was snuck in, that was completely different for Settler's Point, is really upsetting because I will have a warehouse in my backyard, about a 100 yards away from my children's playset. I moved here to keep my kid's childhood simple with the woods and being able to run around and have fun and you are now telling me there will be a semi going past my backyard because of the is one little parcel of land and I understand that we can't fight it all but whoever said it earlier, fighting and winning this battle and losing the war is looking like it might be but please do not put a semi in my backyard and this warehouse. One thing Randy, this is my backyard, I don't live down Davis Road, I live on Old 86. Thank you.

Cedar Eagle: Hello, I have a question regarding the zoning basically. Can the constituents create a petition to keep the zoning as Rural and Residential and if so, how many signature would be required on a petition like that before the Town would have to address it? That's my only question.

Craig Benedict: There is a public hearing process that is part of these amendments. You are welcome to attend and bring signatures or petitions if you would like to that public hearing and that will be part of the consideration for the amendment so that's the process within the laws of the County that are put up in the Unified Development Ordinance.

Cedar Eagle: Ok but there's no set amount of signatures that is necessary. You can't give me any kind of numerical data to show how much outcry we would need to make it strongly … I mean I understand the County Commissioners what this approved but pretty much everything I've heard from every resident wants it to keep agricultural and residentially zoned so if had a public outcry of thousands of petitions saying they don't want it how much impact would that have?

Craig Benedict: We regularly, as part of the public hearing process, take a look at the input that comes from residents and it is gauged against our Comprehensive Plan. There is not a numerical limit that makes it go one way or the other. There is a public hearing process.

Cedar Eagle: Ok, thank you that's all I needed to know.

Tom Altieri: If I might add, what you are describing sounds a little bit like a reference to annexation law in that when an area is proposed for voluntary annexation, a majority of the property owners have to agree to that annexation. That could be what you are referring to. Annexation of course is not proposed here and there is no rezoning part of Item 8.

Jack Rupplin: Good evening, I appreciate the opportunity to talk to you about this issue. I was ignorant about it until a few days ago until Franklin Garland told me about it because I noticed the little signs but they didn't mean much to me. He briefed me on this and I realized the impact that this would have on the total area and I was totally shocked. I thought that this amount of time that he described was totally short fused especially on circumstances we are living now with the COVID and so I contacted my attorney and he referred me to another attorney and in turn they referred me to Morningstar Law and they are a very good group of attorneys who specialize in this sort of issue. I spoke with them and I asked them what it would take for them to represent us in this case which I will oppose with all ingenuity and money I can muster to stop this because it is totally a rough plan. It's a plan without any thought there is no special use zoning in here, it's just all very broad stroked and that makes it very dangerous and very unpredictable and we will suffer the consequences for a long time and I am personally very happy where I'm near and I will want to continue living where I am. So, as to what I want from you all is a voluntary deferment or delay of any action so we, the residents of this area, we can organize and we can retain legal counsel and we can prepare a plan or a counter plan and suggest some modifications to the zoning or the rezoning and suggest some modifications to the RTLP and come up with something that is reasonable. This is our area not the Planning Board's area. We want to work with you and we want to organize we are not going to be run over and we are not going to be forced into this so I would like to ask you to consider postponing this and give us the time to organize and to get legal counsel. Hereby, I pledge $1,000 dollars of my money as seed money to begin this action. I thank you very much for your attention and God bless you.

Betty Garland: I just wanted to say that this is going to be in my backyard. We do a brisk agritourism business in general here and this is going to have a very negative impact on that. Also, regarding petitions and signatures we had about 5000 against the Summit project but it got voted in anyway so like if we had 30,000 signatures would that get somebody's attention? I would like to get that really clarified if I can. That's it.

Kaila Mitchell: I'm Kaila Mitchell, I live on Jedi Way my parents live on one side and then my in-laws live on the other we are about a quarter of a mile down the road from Old 86. Before we move here, at the end of 2017, my husband Matt Mitchell spoke with Michael Harvey asking about the development plans as far as that expansion that plot that will come up to Davis. He was told that were was no appetite for it and so we were under the impression that it would not happen. If we had known that it would have, of course we would have chosen not to move here. Some of our concerns, just like many of our neighbors that I agree with, we are concerned about light, and noise, pollution, air pollution and of course safety because of the increase traffic, especially the big trucks. I'd also, the potential for the decrease in the value of our property being so close to a warehouse district. So I wanted to make my concerns known as well and that I stand in solidarity with my neighbors being 100% opposed to this. Thank you.

Jon Lorusso: I spoke earlier, I'd just like to say that if this meeting were in person, the attendees, the residents would have the opportunity to meet and meet each other in person a lot of my neighbors, share contact details and organize in a way that Mr. Rupplin was speaking about. We don't have the opportunity to do that because this is being done virtually but if, I was made aware of this through Mr. Garland, Mr. Franklin Garland, I would say, just to keep it simple, I am going to email him and see if he has any means of organizing the rest of us. Perhaps a Facebook group or something along those lines would be useful. Mr. Rupplin if you have any ideas, I can't really share my email with you right now but I will try to get in touch with you through Mr. Garland and hopefully we can organize something that way. That's all I have thank you.

Franklin Garland: Thank you for taking my questions again, I know I am using a lot of the time out here. Somethings that haven't been asked yet and I know this will come up later on in the meeting but are any Commissioners present today for this meeting. That's one question, ok.

Perdita Holtz: Can I go ahead and answer that and say that Commission Chair Penny Rich is on the call as an attendee.

Franklin Garland: She the only one.

Perdita Holtz: Yes, it is not typical that BOCC members attend Planning Board meeting.

Franklin Garland: So this is moot, what we're discussing the decision everything we're saying.

Perdita Holtz: Well this the Planning Board meeting and there will be a public hearing before the Board of County Commissioners at a future date.

Franklin Garland: It's my understanding, and everybody that has spoken so far that this was in fact an information meeting with the Commissioners present and once again it seems to me that the Planning Board is trying to sweep everything under that rug. Ok, again pulling the wool in front of our eyes. Big questions for you guys, there is the Research Triangle Logistic Park Company out there Terra Equity did a presentation for a hand full of people because nobody else was notified and Planning Board has made it a point of not notifying all the people that really get involved but just the ones that are in contact with the property. Ok, so sort of devious, ok because there are, like I said, thousands of people that get affected by this not just the 12 parcels around it. However, big big question, we did have an informational meeting on July 15th I believe it was and they said it was going to create 4500 jobs. The same argument used by the planning that was going to create this jobs for from Northern Orange County. So, this was with Summit Corporation. If we have 4500 new jobs out here and that are being created for the people who live in Northern Orange County, that means we're going to have approximately 4500 cars coming through Hillsborough additional to the traffic that is a mess already there, in the morning and those cars are going to be returning in the afternoon ok. I don't think that is exactly good planning by the way. I mean we really need a different way other than Churton to get through Hillsborough and that's never going to happen but let's go ahead and double the traffic out there. 4600 people that almost the population of Hillsborough that you actually adding to the traffic conditions out there ok. I don't know if you guys have considered that apparently not because certainly that would require putting in four lanes or at least 2 lanes in every direction and that's not in the plans either. I understand that DOT doesn't have money to convert the roads at this one and to the work and Hillsborough doesn't either ok. I also, actually good question out here, everything we got pretty much blindsided with Summit and it got approved. I will ask someone who is in the know, Summit got approved pretty much they just blew us away and said we're going to do whatever we want anyhow and you did and then they pulled out. Why did they pull out, when did they pull out, what did Terra offer you that is making you do it. When did they let you know that they were going to do this and why weren't we informed that this all had happened? Any care to comment on that, it is planning, this is you know obviously somebody planned Summit and decided to get out of it. Somebody now trying to just pull another one over us. I wouldn't mind if Mr. Harvey or Mr. Benedict answered this one cause apparently they're the one in charge of this and I hope they're present because they are the planning commission and if they're not there why are we even having this meeting?

Craig Benedict: I can give you a brief answer; we will provide something in writing. The developer of Settler's Point received approval in January 2018. At times, developers do not stay with the project and we are not privy to why they left the project, cease to exist. Another project did pick that up.

Franklin Garland: Have you seen the damage they did back there already? And the wildlife that the displaced? I mean they literally raised it and then abandoned it.

David Blankfard: I think that was the tornado.

Franklin Garland: No, no, no, no, no, no we're talking about 90 + acres that are devastated back there not tornados. Raised, cut down and raised and leveled with grading already having started on it. I am just curious why they pulled out. It seems like you guys would know. There would be some agreement that there have to do it since they went

forth and everything and they pulled out and you guy pulled out from who knows where this other mega corporation that is not even in North Carolina that one of the stipulations is here that it's going to help North Carolinians. This company is from Kentucky for crying out loud. They gonna get their own crews in here and that is supposed to help us? Orange County residents? I mean I don't see where you guys are deciding this and pulling this out from and you literally putting this whole thing in middle of a residential area. You look around your development zone and it is all residential. It might be by I-40 but that doesn't keep it from being residential.

David Blankfard: I think Michael Harvey has something to say.

Franklin Garland: I'd be surprised.

Michael Harvey: The applicant for Settler's Point did not engage in any land clearing. The land clearing that Mr. Garland is referring to is actually carried out, as I understand it, a timber operation and consistent with a forest management plan to harvest it, the timber. The land disturbance activity did not occur as result of any actual development activity for the Settler's Point project.

Franklin Garland: Why did Settler's Point pull out Harvey. I mean you should know you're in charge of this.

Michael Harvey: Well, Mr. Garland, I responded to your email request. Summit has not pulled out the properties have been rezoned, Summit is not moving forward with their development plans at this time. We have a new applicant proposing a new project that is being processed in accordance with the provision of the Unified Development Ordinance.

Franklin Garland: So if Summit hasn't done anything that doesn't mean they're out of the picture, they just have not done anything yet. You gonna try to sell this to the second customer, how about we go ahead and do a proposal of our own to put up whatever we want our community and try to counter that, would that fly too then.

David Blankfard: You're welcome to do it.

Franklin Garland: If our proposal calls for farmland for example, we want it rezoned to pasture. I mean that's a perfectly legitimate thing and that's then, you'd have to accept it right if the people, if that's what we want.

Jayse Sessi: My name is Jayse Sessi, I live a little further away but I drive by that area all the time. We moved here almost 14 years ago and we chose to live in a semi-rural area. Since we've been here that parcel that corner has been put up for several different situations and I think it's a little upsetting that the rural area, if that 12 acres, will impact the neighborhoods that are nearer than I am but it also would have a negative impact, I think, for this area. It's not just that immediate, those immediate houses those people have mentioned but it's further away that has an impact as well. I am just basically wanting to voice my concerns and I am against it and my support to the local community.

David Blankfard: Ok, I think that's everybody from the attendees. Does anybody on the Board have any further questions or comments or anything?

Perdita Holtz: There are two people with their hands up. They have already spoken and as is normal during an in-person meeting, normally people are able to speak once so I'll have to let the Planning Board make a decision on whether they want to hear from Cedar Eagle again and Franklin Garland again.

David Blankfard: So what does the Board think?

Hunter Spitzer: I think it's time for a motion.

Adam Beeman: I believe I've heard enough.

David Blankfard: Yeah, they'll have time to talk about what they really want to talk about in the next couple of items. Ok, so can I get a motion.

Adam Beeman: Motion to approve the item – I don't have it in front of me. A motion to approve the amendment for the zoning for the COCA and FLUM.

Tom Altieri: In the motion, sorry for interrupting, the motion would be to approve the resolution that is provided in your packet as attachment 3 and that outlines the amendment and the parcels to be amended if indeed the Planning Board wants to recommend approval they would do so by virtue of approving the resolution that you have.

Adam Beeman: I move to approve Tom's resolution.

Kim Piracci: Wait a second, I really... I would like to hear from Michael Harvey before I vote on anything. Do I have to vote to hear from Michael Harvey?

David Blankfard: You can ask Michael anything.

Kim Piracci: Isn't he going to present tonight?

David Blankfard: Yes, the next one.

Craig Benedict: The next two items.

David Blankfard: We've got a long way to go. Tom spoke on this item.

Tom Altieri: I'm sorry, I did not hear. I think the motion on the floor is to approve the Land Use Plan amendments through the resolution. I believe Mrs. Piracci's question is with regard to the rezoning and there are actually two rezonings on the agenda but I think the one that she is referring to is Item 10, the MPD-CZ that Michael Harvey has a presentation to introduce that item. This is for the Land Use Plan amendments and does not include the rezoning.

Randy Marshall: I am prepared to read the proposal if you want to hear it from the agenda packet.

MOTION by Randy Marshall to approve the amendment. The requirements of Section 2.8 of the UDO have been deemed complete pursuant to Sections 1.1.5 and 1.1.7 of the UDO and Section 153a to 341 of the North Carolina General Statutes the Board finds sufficient documentation within the record denoting that the amendment is consistent with the adopted 2030 Comprehensive Plan. The amendment is reasonable and in the public interest because it supports modifying existing non-residential zoning designations in an effort to provide each property owner with an opportunity/path forward for the reasonable development of their property. I would recommend that the Planning Board recommend to the Board of County Commissioners that they consider adoption of the proposed Zoning Atlas amendments. Seconded by Adam Beeman.

ROLLCALL VOTE:

Carrie Fletcher:	No
Adam Beeman:	For it
Hunter Spitzer:	No
Melissa Poole:	No
Randy Marshall:	Yes
Kim Piracci:	No
Patricia Roberts:	Yes
Susan Hunter:	Yes
Alexandra Allman:	Yes
David Blankfard:	Yes

MOTION PASSED 6-4

AGENDA ITEM 9: ZONING ATLAS AMENDMENT (GENERAL USE REZONING) - To review and make a recommendation to the BOCC on a County-initiated action to rezone 8 parcels totaling 45.96 acres from MPD-CZ (Settler's Point) to EDH-4 (Economic Development Hillsborough Office/Retail) (1 parcel 32.76 acres in size) or EDH-2 (Economic Development Hillsborough Limited Office) (7 parcels totaling

13.2 acres). The parcels are located in Hillsborough Township, south of Interstate 40 and east of Old Highway 86. This item is scheduled for BOCC public hearing on September 15, 2020.

PRESENTER: Michael Harvey, Current Planning Supervisor

Michael Harvey reviewed the abstract and proposed changes to the Zoning Atlas Amendment

David Blankfard: Anybody from the Board have any questions or comments?

Hunter Spitzer: My first question is in rezoning these parcels back to what they were prior to this, particularly on the east side of 86, could I recommend or ask for consideration to rezoning to low intensity to medium intensity residential in this area? It seems as though the industrial land uses are not very in line with the vision that the residents have and I would add this zoning in addition to the ones that you already have recommended and in place of Rural Residential this would allow for a more transition, a different opportunity for development in the area that I think would be more in line with what some people have voiced.

Michael Harvey: Thank you for the question, that suggestion in my opinion is inconsistent with the Comprehensive Plan, which identifies this area as Economic Development. I also think that these property owners would object to be down zoning their property and loss of potential development value. There parcels have been zoned Economic Development for several decades. I think that it is not something that I am comfortable with recommending or supporting. I think that if you have an interest in restudying the area that statement needs to be made to the County Commissioner who would need to take it under consideration. What I will say is that, as with other projects in this general area, there has been an interest in expanding our current Hillsborough Economic Development District and Economic Development opportunities in this area. I also think it's not necessarily the best planning idea to put a low intensity residential right up against an interstate. I think that the current land use categories and zoning that we have recommended that would allow for purposeful development and expansion consistent with current County policy.

Hunter Spitzer: I have another, more of a comment and this is pertaining to the analysis section of the introduction of this amendment. 'It finds that this is consistent with land use goal 3, a variety of land uses that are coordinated within a program and pattern that limits sprawl, preserves community and rural character, minimizes land use conflicts, supported by an efficient and balanced transportation system." This is not mentioned again in the actual motion or I believe the resolution we have to recommend to the Board. So if that will not be included over in summary words those things that we've accomplished then I have no further objections but I do find that land use goal in itself a little bit contradictory and not applicable to this situation.

David Blankfard: All right, anybody else have any comments? Ok, again I'd like to ask people from the community to say if they received a letter from the planning department.

Stephen Williams: I did receive a letter from the County Planning Board. I just want to reiterate something that the gentleman just said that was speaking. He said that he didn't think that the residents or the owners, I'm sorry, the owners of the property that we are discussing now would appreciate a rezoning that would devalue their property and I think that that's something that every resident here is concerned about. It's interesting that we're concerned about these particular parcels and the owners of them and worried about decreasing the value they have in their property but I think it should be noted that rezoning these areas and putting in this development which is the goal here, is also going to devalue the properties of the residents that are around those areas. Thanks.

Bob Bundschuh: I have a question if these go back to their old zoning and they're allowed to develop independently, two questions. Is water and sewer does the loop have to be supplied to them before they can do that and secondly, if someone decided to develop again can you reiterate what steps they would have to take. Would it go through zoning and then the County Commissioners again or since it is zoned does it just go to the zoning board?

Michael Harvey: I think I can answer that question. So, any development of this property will have to be done in compliance of the Orange County Unified Development Ordinance, it would be staff administrator review, it would not go back to the Planning Board or the County Commissioners. If these property remain Settler's Point, MPD-CZ it would also not have to go back to the County Commissioners or the Planning Board it would develop under site plan review. There are standards in the Unified Development Ordinance dealing with shared driveway access that any

development on these properties would have to abide by but the rezoning of these parcels would mean that the concept access management strategy developed as part of the Settler's Point MPD-CZ would not have to be followed and from our standpoint, it is more appropriate to give these individual property owners a path forward to development of their property as compliant with the various 18 or so pages of conditions associated with the Settler's Point MPD-CZ would be difficult for them to abide by.

Bob Bundschuh: And water and sewer?

Michael Harvey: I'm sorry sir; I forgot the water and sewer. These parcels are intended nor are they slated to be served by water and sewer. In order for any of these eight parcels to get water/sewer, it is my opinion they would have to request annexation of the Town of Hillsborough. My apologies for that. This rezoning does not somehow give them the ability to tap onto water/sewer inconsistent with what the Town's original reaction was back when Settler's Point was being reviewed.

Franklin Garland: So, Mr. Harvey, it's my understanding with these eight parcels and pretty much everything else out there that what you decide goes and even though the ethics part of our webpage out here says that you can't do that, you just gonna railroad everything through no matter what as you saying this is not going to go to the Board of Commissioners, what you're doing right now. That they would have no say, they can't tell you no, and hold on hold on, I'm not done….

Michael Harvey: No sir, this Zoning Atlas amendment has to go to the County Commissioners for eventual approval, the development of these properties, as individual parcels would be handled by the staff consistent with the requirements of the Unified Development Ordinance as all permitted land uses would be handled.

Franklin Garland: Ok, so if you spending all this time and energy and all this money on it and all the people out here, I can get 20 or 30 thousand people to go against what you're trying to propose, you have wasted all this money and it will go to the Board of Commissioners and they gonna say, well we agree with the community, maybe they will this time. Apparently, you don't. You don't live here, I don't know where you live, you know. I don't know where the Commissioners live, I don't know where the rest of the Board lives but apparently they're not being affected by this because they could care less, including you, ok. I would really appreciate it if actually some of the Commissioners and some of these planning people came and looked at these properties. I will gladly let you on my property and show you what I mean. I have a drone I can fly over so you can see it because apparently you going by maps and that's good enough and that's not good enough for the people that live here by the way. You know what's good enough is for you to leave us alone.

David Blankfard: Thank you Mr. Garland

Steve Kaufmann: Can I have video too. My name is Steve Kaufmann and I did receive a letter from the County for this. First, let me introduce myself as a resident of Hillsborough for 25 years. I moved here to be a school teacher here and I moved on Davis Road and like everyone else has spoken about Davis Road, I just love this road it's like a dream come true moving here and I opened up a martial arts school here. I've been teaching martial arts in Hillsborough for 25 years also. Driving on Old 86 on my way to work, I saw some land for sale on the east side right near 40 and I wanted to build a martial arts school so I purchased that land that was actually zoned for schools at that time. Unfortunately, there as a moratorium for six months going on while I was purchasing it and once the moratorium was over I was no longer able to build a school on it. So I've been waiting for 20 years and I had the opportunity to have a school on it when Settler's Point was approved because basically the codes changed a lot during that time which they're present still. Because of what Michael Harvey explained, it's impossible for anyone to do anything with that property given that everyone has to work together because there's traffic ordinances and lots of details that take lots of money to do anything within any of that property. So, I don't want people to inflate those properties on the east side with the this humongous thing that's going on with the west side. They are very very different things. I purchased this property exactly 20 years ago; I'm like a newcomer there. I purchased it from a family who had lived there for generations and all my neighbors have lived there for generations, I mean, I'm definitely the new guy there after 20 years. All those people have had property for many years and I don't know what they are planning to do with it but I don't see anyone eager to build with it, they are just sitting on it, including myself at the moment. We're very very close to I-40 there's already Dodson's Construction is already a business right near 40 that's been a business there ever since I've been there and that's right next door to my house. Whatever is going

to go on there, those are like four to six acres lots. Once again, don't inflate it with the these humongous warehouses that are happening on the west side an especially that 12 acre lot on Davis Road which I'm definitely against. Those are very very different things that are happening on the same night tonight so I just wanted to air my concerns. It would definitely be a setback to me to have that as residential only, I purchased it to build the school on and I've been struggling for 20 years to try to get a school on it and I've been in conversations with Orange County for 20 years about how to build a school on it and believe me it's not easy to build anything in Orange County without going through lots of red tape. If you are a very large building company and you have lawyers and you have architects and you have designers and you have site planners and you have lots of money to work with you can get things done but as a small mom and pop operation that I have it's very very very difficult to get anything done so I just want to assure you that there aren't going to be all these things popping up on the east side of that street. There's no water and sewer there, it's almost like it's impossible to build there the land doesn't perk well and we don't have water and sewer. It's probably going to be sitting there for a good many years still. Ok, that's all I have to say, thank you very much.

Craig Benedict: Michael Harvey, can you confirm that these rezonings would facilitate him being able to do something on his property besides the Settler Point district two.

Michael Harvey: Yes, as I alluded, if the rezoning is approved then development of the individual parcels would have to compliant with the County Unified Development Ordinance but they would be developed and could be developed independently from one another consistent with the Table of Permitted Land Uses contained in Section 5.2.

Perdita Holtz: Franklin Garland has put his hand up for a second time; it will be up to the Board whether you want to allow additional comments from Mr. Garland.

David Blankfard: I don't think we need to hear anything else from Mr. Garland on this agenda item.

Gerald Scarlett: I'm Gerald Scarlett again from West Scarlett Mountain Road. I just have a quick question. I think I know the answer but I want to make sure. Item 9 on the agenda, the only thing that is doing is reverting the zoning for the property on the east side of Old 86 back to its previous zoning before the development for Settler's Point, is that correct?

Michael Harvey: You are correct sir.

Gerald Scarlett: Thank you.

Randy Marshall: Ready to make a motion if that's the desire of the Planning Board.

David Blankfard: Yes

MOTION by Randy Marshall this would be an ordinance amending the Orange County Zoning Atlas as established in Section 1.2 of the Orange County Unified Development Ordinance and whereas the proposed rezoning consists of the eight property owners and whereas the proposal has been found to be consistent with the 2030 Orange County Comprehensive Plan and whereas the requirement of Section 2.8 of the UDO have been deemed complete and whereas the Board has found that the proposed zoning atlas amendment to be reasonably necessary to promote the public health, safety, and general welfare, we recommend that the Board of County Commissioners rezone the areas described above and depicted on the attached maps.

Michael Harvey: Chair Blankfard, this is Michael Harvey, can I ask for a clarification. Randy so your motion is that you make a recommendation to approve the Statement of Consistency as contained in attachment 3 and the proposed ordinance, which you have just summarized as contained in attachment 4 to the County Commissioners, is that correct?

Randy Marshall: My presumption was we had already approved the attachment 3 by our earlier vote and I was recommending approval of attachment 4.

Michael Harvey: No sir, this is a different item, so it's both items.

Randy well then I recommend both 3 and 4.

MOTION by Randy Marshall to recommend approval of the Statement of Consistency and the ordinance amending the Orange County Zoning Atlas. Seconded by Hunter Spitzer.

ROLLCALL VOTE:

Carrie Fletcher:	Yes
Adam Beeman:	Yes
Hunter Spitzer:	Yes
Melissa Poole:	Yes
Randy Marshall:	Yes
Kim Piracci:	Yes
Susan Hunter:	Yes
Alexandra Allman:	Yes
David Blankfard:	Yes
Patricia Roberts:	Yes

MOTION PASSED UNANIMOUSLY

AGENDA ITEM 10: ZONING ATLAS AMENDMENT (MASTER PLAN DEVELOPMENT APPLICATION – RESEARCH TRIANGLE LOGISTICAL PARK) - To review and make a recommendation to the BOCC on a developer-initiated application for an MPD-CZ (Master Plan Development Conditional Zoning). The proposed project encompasses approximately 180 acres in the Hillsborough Economic Development District (EDD) south of Interstate 40 and west of Old Highway 86, within Hillsborough Township. 168 acres are currently zoned MPD-CZ (Settler's Point) and 12 acres are currently zoned R-1 (Rural Residential). This item is scheduled for BOCC public hearing on September 15, 2020.

PRESENTER: Michael Harvey, Current Planning Supervisor

Michael Harvey reviewed the abstract and proposed changes to the Zoning Atlas Amendment
The Applicant for the RTLP proposal give a presentation

Randy Marshall: I read in some of the material here that you are likely going to consider putting left turn only from that service road onto Davis Drive, I didn't see it in your presentation. Is that something you're considering doing, left turn only coming out of the service drive onto Davis?

Michael Birch: Correct, we have added a condition that is part of the case that requires the developer to install signage essentially stating 'left hand turns only' there at that access point. That is part of the conditions.

Randy Marshall: I think that would help address some of the residents concern that there'd be a lot of increased traffic going down Davis Road or at least intending to try to control traffic and encourage them to turn left, that might allay some of their concerns.

Michael Birch: Absolutely, and that access point is approximately 1000 feet from the intersection with 86 and as I mentioned, the traffic engineers have been working with the County and the State to really anticipate only about 5% of the site trips to come or to go on Davis Drive to the west, or coming from the west. We think that signage will assist with that.

Adam Beeman: My biggest concern is the traffic coming off of 40 or especially coming from Mebane. How do you plan on solving that problem because it's only a single lane coming down the ramp and there is no lights so right now anybody that comes off that ramp could sit there for minutes before they can make a left turn to go towards the hospital. I only see that increasing with all those, the developments that they put in over across the street from the hospital and you want to add how many tractor-trailers coming off of that ramp? So, I'm just curious to know what your plan is for the light situation coming off the ramp.

Matt Peach: Hello everybody, my name is Matt Peach with Stantec Consulting Services; I'm the engineer of record for the traffic impact analysis. Mr. Beeman, I did hear your question and I think your concern regarding the amount of traffic coming from Mebane and using I-40, that's correct? We're currently in the process of recommending and coordinating improvements with NCDOT. We know that the applicant has recommended improvements, particularly installing a traffic signal at the I-40 eastbound ramps there at Old NC 86. In addition to that, we're trying to coordinate with NCDOT regarding two projects they have in the area along I-40 and to the north on Churton Street trying to make sure that our recommendations are in line with their future projects as well. That was the, part of the information that they had requested previously, that we supplied them today.

Adam Beeman: So there's no intention to add any extra lane, widen any lanes coming off the ramp or turning that corner towards your service road?

Matt Peach: That's what we're coordinating with NCDOT right now. We would definitely try our best to work within the existing pavement to have turn lanes there at the service road. In terms of lanes at the ramps, we are not proposing any at this moment but that's exactly what we're coordinating with NCDOT.

Adam Beeman: I come off of that ramp from Mebane, I go to the hospital, and I can sit there from minutes trying to take that left. I just imagine if someone is trying to take the left and that ramp's not any wider when you start stacking up trucks behind those people, you are going to be up on the highway before long so I am just curious. I know, understand you're within the footprint but that right hand turning lane would be really nice so that the truck could just roll off and not have to sit there and stack up.

Matt Peach: I certainly understand that and the purpose that and the purpose of putting a traffic signal in there would be to allow the side street to move more efficiently. In theory, that delay would be reduced.

Adam Beeman: Well that's my biggest concern; I mean all the other stuff is secondary. My biggest concern is just that whole intersection is a nightmare and I don't if it's going to be on you guys to deal with it or because the hospital is expanding, they're building all those houses across the street from the hospital and all that development, that intersection is going to be a nightmare before long so I was just hoping that you guys would try to address it preemptively rather than reactively.

Matt Peach: Our current recommendation to NCDOT is to install a signal at that location so we are right in line with you there and just to point upon the point you made regarding the hospital, we made sure to account for traffic for future phases of Waterstone in our analysis.

David Blankfard: I have a question, so what kind of traffic is going to be coming out from the building onto David Drive? Is that going to be trucks or is it going to be automobiles or a combination?

Matt Peach: We do foresee both. Really as we had kind of been mentioning previously, the trucks would be using Old NC 86 to get up to I-40 primarily. We see very little traffic going to and from the west on Davis Road. If traffic is on Davis Road it's trying to get from that driveway to Old 86 for that 1000 feet and that's about it.

David Blankfard: What about when they get to Davis Road and it's backed up from 1-40? What prevents them from taking a right on Old 86 going down to the stop sign and then turning onto New Hope to get onto 40?

Matt Peach: Another recommendation we made in the traffic study was to install a signal at Davis Road as well at Old NC 86 so again the delay on the side street having no longer stop control will be reduced in this scenario.

David Blankfard: But there's nothing to stop them from turning right and going further into the rural….going toward Carrboro.

Matt Peach: There will be no physical barrier, to answer that question specifically, but they would be losing time and which I don't believe truckers, it's in their best interests.

David Blankfard: I guess, I'm just saying if it gets backed up where you're proposing, over near the service road, if it gets backed up there then they would go the other way. Is there going to be a lot of stacking between the service road and I-40?

Matt Peach: I don't believe that would be any longer, to answer your question. We do foresee some queues going back from the ramp but that's just normal for the installation of a traffic signal and quite frankly, we need that traffic to stop for brief periods so we can let the ramp move but our analysis show that the stacking would go back a couple hundred feet certainly nowhere near Davis Road and certainly not long enough to really deter anybody from taking 40 up that way off Old 86.

David Blankfard: Ok, so what you're saying is it's faster just to go down to towards the service road as opposed to taking a right?

Matt Peach: Correct sir.

David Blankfard: Now what about once they get to 40 and say they are going on 85 northbound, would it be faster to for them to get on 40 west and then looping around to 85 or to keep going straight past Waterstone to get to 85.

Matt Peach: I'd imagine the faster way would be I-40 but that would be an individual decision that every individual driver would have to make.

David Blankfard: Ok, so we don't know?

Matt Peach: I can't say definitively what behavior individuals will choose. It depends on time of day, depends on their individual preferences. In my view, I would take I-40 to 85.

David Blankfard: Ok, my next question is what the outcome of the high electric line going over the existing or one of the proposed buildings?

Chris Bostic: Good evening, I'm Chris Bostic with Kimley-Horn; I'm the civil engineer of record for his project. To answer your question, Duke Energy does have regulations as to what is allowed underneath those transmission lines, no buildings are allowed within the easement of those transmission line, however, they do allow parking and our current conceptual plan does contemplate putting parking underneath the power lines and keeping the proposed structure the required distance away from the easement.

David Blankfard: Ok, the entrance onto Davis Drive, there's a parcel of land that's very close and their house is very close to where the proposed driveway is or the road access. Is there concern about, I mean you've got the 100 foot setback but is it going, what kind of impact is that going to have for that property owner?

Michael Birch: (*Showed an exhibit*) So, I think you are talking about this area (*pointed out on exhibit)* down here along Davis, so we really only have within that 100 foot area, really only have kind of the drive aisle and maybe a little bit of parking in that area with the building setback 60 feet. Excuse me the building setback with a maximum height of 60 feet but outside of that 100 foot setback line, in terms of impact, I was trying to see if there is a better image to try to get a sense of it there but I think with a mix of landscaping that we anticipate in that area that is a mitigating part of the transition.

David Blankfard: There is a similar part on the east side. That person's home is quite close to the property line. I am just wondering is their backyard going to be your driveway and parking lot.

Michael Birch: No, there was anticipate likely having a stormwater control facility in that area and then only outside of that, again, we are kind of showing a 100 foot buffer on this exhibit that the parking and drive aisle would be outside of that, largely outside of that 100 feet.

David Blankfard: Is this going to be phased construction; are you starting with Building A and then going to Build B, C and then finishing up with D?

Michael Birch: Likely, it will be phased. I don't know exactly if it's a Building A, B, C, D but we do anticipate that it would be phased. The building likely off the service road to be part of that initial phase.

David Blankfard: Are they all one story, or are they going to be multiple stories or high bay?

Michael Birch: Anticipated to be one story.

David Blankfard: So, high bay?

Michael Birch: Yes.

David Blankfard: Are you going to put any photovoltaics on the roof?

Hunter Spitzer: I was going to ask how far away is the nearest Duke Energy substation?

Michael Birch: I want to make sure I heard the two questions to make sure we get the response for you. One, how far away are we from the closest Duke Energy substation and then two, are we planning to include any photovoltaic cells or panels on the roofs. Just from the developer it's likely that some will be included. We don't have the answer on what the distance is to the substation.

Hunter Spitzer: Would the developer be willing to submit to a condition requiring roofs not to install solar immediately but to be readily available to solar installation? If that makes sense? Designed with the intent to install solar.

Michael Birch: Yes, I think that's something that the developer would be willing to agree to.

Hunter Spitzer: Additionally, would the developer be willing to commit to electrical vehicle charging stations in addition to this?

Michael Birch: Yes.

Hunter Spitzer: I know for the Settler's Point development we had, I am be confusing this with a different Special Use Permit, but we had agreed to a particular number of stations per parking spaces. I am sure one of the staff can remember because it was based on the parking deck for the Orange County Municipal Building downtown. What would be acceptable ratio?

Michael Birch: My senses given the nature of this development and how different it is both from Settler's Point and the project that was used as a reference point for that Settler's Point ratio, my sense is we would not be agree on a ratio basis. I think we could discuss a flat number of station.

Hunter Spitzer: I see and are you intending to provide stations or availability to electrical fleet management particularly in the context of developing the distribution center?

Michael Birch: Sorry, just to kind of answer your question, our sense is that something like that or having that available will be driven by the end user, a particular end user that we don't have in mind right now or don't have at the table. So I think it would be hard for us, difficult for us to commit to providing that and then there's the potential, again if it's not a warehouse, distribution use. Kind of having those and nothing to use it so I think given that is somewhat of a trend being driven by some of those types of users, if there is that type of use there, I would expect them to be there but I think not knowing who the users are going to be or what type of user there is going to be, I don't think we can commit to that as a condition.

Hunter Spitzer: Are you anticipating any fuel storage on the premises, gasoline, diesel or otherwise for backup generation or vehicle fueling? I'm not sure where the nearest gas station is immediately to this but I imagine if you are expecting a lot of traffic it wouldn't be unreasonable.

Michael Birch: There might be some diesel storage for backup generation but that's really all that is anticipated.

Hunter Spitzer: This is more of a question for the planning staff. There are UDO regulations to control that correct? Fuel storage.

Michael Harvey: It's actually regulated by the North Carolina State Fire Code, not necessarily by zoning. In terms of distance from structure, how stored, how protected, and how maintained it's actually going to be addressed through compliance with the fire code and what I want to remind everybody that site plans that are submitted have to go through the development review process with Orange County which requires the fire marshal's office to sign off on them. That is going to be a component of any and all review. So this will come up at the appropriate time by the appropriate entity if proposed.

Hunter Spitzer: Can I simply request that the developer agree as a condition not to put fuel storage adjacent to their vegetative buffer of the flood plain.

Michael Birch: Yes, we can agree to that.

David Blankfard: This is a question for Michael, is the building height determined by how tall the fire department can raise their ladder?

Michael Harvey: So Mr. Blankfard let me answer that question this way, obviously there are height limits enforced under Orange County General Use Zoning Districts and 60 feet is the potential building height that would be allowed. You are correct that building height is usually determined by the available or one of the factors in determining allowable building height is available infrastructure to fight fire. I think that without putting words in the applicant's mouth or stealing their thunder, I think one of the reasons this site has so much traction is because the availability of water and sewer service is there will be potential for sprinklered buildings that would address some of that as well. There's also, in their narrative discussions about the potential to allow for water towers on the property that might be used in addressing that very particular issue as well.

David Blankfard: Is there any requirements for high beams on the trucks and cars spilling over our property line? Something similar to what happens in parking decks?

Michael Birch: I think that's likely addressed through the vegetated buffer around the perimeter. I think largely, I think Michael Harvey can correct me if I'm wrong, largely the County's Lighting Ordinance with regard to site lighting but again I think we anticipate that vegetated buffer around the perimeter of the site would mitigate those headlights.

Michael Harvey: Chair Blankfard, this is Michael Harvey, Mr. Birch is correct our lighting regulations particularly address outdoor lighting, building security lighting and whatnot they don't address or they are not designed to address lights from vehicles.

David Blankfard: Would the developer be willing to try to mitigate those high beams?

Michael Birch: I think we're trying to through the use of those perimeter buffer yards and also one, the vegetation and two the distance and also the location of where our parking area are or anticipate them to be. I think it would be hard for us to articulate an objective standard but just to answer your question more broadly, I think yes we will try to mitigate that but it's hard for me to think of an objective standard that we could apply as a condition.

Melissa Poole: So you don't have actual companies going into this location into this space yet, is that correct?

Michael Birch: That's correct.

Melissa Poole: Ok, so if you're looking at manufacturing and possibly laboratory and research are you looking at that they would have the ability to operate multiple shifts?

Michael Birch: Yes, potentially a building user could have multiple shifts that is correct?

Melissa Poole: So, back to, I want to jump back to just to a moment to David, when he talking about particularly the residents most closely situated towards the lines, I mean I guess my question is how can you guarantee this will not

disrupt their life if you are running multiple shifts. That's 24 hours, could be 7 days a week 24 hours and you don't know what kind of businesses are going in there.

Michael Birch: Right but they are indoor activity in these buildings. In terms of like the primary use is inside, again building setbacks, vegetative buffers around the perimeter, and I mentioned earlier, those distances between just our property line in some of the closer structure to our west from the larger parcel over 1100 feet. To our south from that larger parcel over 800/900 feet so I think we are well buffered on the subject property but also a lot of the lots that surround us are deep lots with the houses situated far from the common boundary line.

David Blankfard: Can you have the traffic engineer explain what is going on at Davis Drive and Old 86. Specifically, what the current traffic is and then when this is functioning what happens what will the new traffic pattern be.

Matt Peach: Thank you, appreciate the question. Obviously, we recommended a traffic signal there at that location and I believe was touched on previously in the presentation but what we were concerned with at the intersection of Davis Road and Old NC 86, quite frankly, is sight distance. What our concern was traffic coming along Davis Road coming to a stop and being able to see in both direction down Old NC 86 for a sufficient distance to allow them to turn safely onto Old NC 86 to make sure there is a sufficient gap in traffic. We didn't feel that it was there in terms of site distance so we had recommended a traffic signal to that end in addition to helping facilitate movement to and from the site. In terms of traffic today, we had full traffic counts. Currently on Davis Road at Old NC 86 there's about 170 cars along Davis Road in the morning peak hour. In the evening peak hour there is roughly 91 cars coming along Davis trying to turn onto Old NC 86. On Old NC 86 there's a 300 northbound cars approximately in the morning and this is consistent with the evening rush hour southbound is similar about 300 in the morning and evening rush hour.

David Blankfard: That's current?

Matt Peach: That's correct.

Hunter Spitzer: I have a question for the County staff; does the Town's sewer line currently follow along Cate's Creek? Both sewer and water connections?

Craig Benedict: I can answer that, yes the sewer line is known as the Cate's Creek outfall and it would roughly follow those elevation changes flowing to the north. The water doesn't have to follow the topography and it would be along the service road and there is an existing 16 inch water main on Old 86 now at Davis Road all the way into Hillsborough and there is actually an emergency interconnect all the way down Old 86 to the Orange Water and Sewer Authority facility. The Old 86 line is in operation with the Town of Hillsborough now and it would be those two areas, Old 86, service road and then some sort of loop through the project would be likely with the final engineering.

Hunter Spitzer: I was thinking less about water and sewer and more along the lines of co-locating some sort of pedestrian trail but then I remembered that you have to build a bridge over I-40, which would probably border on impossible. Maybe that should be a development …. If they are planning on redoing 40 in this area anyway which I think is the case. Ah, maybe we should see if the developer will build us a bridge, what do you say guys?

David Blankfard: I still have a question for the traffic, what is going to be when it's build out what are the numbers going to be?

Matt Peach: When we put the development in, we're looking at very little traffic coming from the south on Old NC 86. We're looking at, we had estimated that being a maximum of 37 vehicle per hour. That's particularly in the morning and it's similar for the southbound on Old NC 86, that is a maximum of, we had estimated that at 28 that's in the evening rush hour. Along Davis Road, since we are directing trucks to turn left out of this site and onto Davis for that short 1000 foot section to get to Old 86, we're seeing a little bit higher, so we're looking at staff, 62 in the morning traffic, an additional 62 and up to 200 vehicles per hour in the evening.

David Blankfard: One of the comments was, did your, the traffic study was only for a.m. and p.m. was that the high times? The other times were fewer these were the maximums?

Matt Peach: That's correct, the other hours of the day we're forecasting much less traffic. What NCDOT requires us to do is basically run the traffic study imagining that a shift change or some other operation were to occur during the rush hour on the road already. So, kind of trying to get that worst-case scenario, that's what we ended up studying. We didn't study any of the off-peaks where traffic would be less both at the development and along the roads within the study area.

David Blankfard: Ok, on this slide that is being shown at the service road there is a right out only so how do the trucks get to I-40?

Matt Peach: That's correct. The back and forth that we are currently having with NCDOT right now is NCDOT had expressed concerns over whether queues at the interchange would extend past the service road and what they had requested we analyze and those are the numbers I was just quoting you, would be if left turns were prohibited out of the service road and if that traffic were relocated down to Davis but to get back over to Old NC 86 for that 1000 feet. That's why you see that right turn there, that was at the request of NCDOT.

David Blankfard: So the trucks leave the service road they take a right on Old 86 they go down to Old 86 and how do they turn back around?

Matt Peach: So trucks would go through the site, they would exit at Davis go to Old NC 86 that way.

David Blankfard: Ok, so they would go through, ok. They wouldn't be exiting from the service road the trucks would be diverted towards David Road and then they take a left on Old 86 towards I-40.

Matt Peach: That's correct.

Melissa Poole: So, with regards to manufacturing and the laboratory, I'm sorry to jump back to this, when we went through the list of prohibited, and this might be a question for Craig and Michael Harvey, when we went through the list of prohibited businesses, I did not see like biodefence or anything like that in that list. So, if it doesn't come back to Planning Board once we go through this and it doesn't go to Board of County Commissioners everything just kind of goes through. What are the protections for residents, not just nearby but Orange County in general, for things like insuring biodefence manufacturing in there or biodefence research is going in there?

David Blankfard: I think the building codes, I'm not, hopefully, I'm not speaking out of turn Michael. I think the building codes would limit the amount of toxic chemicals and based on what is going on there. That would be …

Melissa Poole: It doesn't have to be chemical, it could be research on Corona, it could be research on, you know, it doesn't have to emit a toxic chemical. You see what I'm saying?

David Blankfard: Then it wouldn't be lethal, right? If they're just doing research?

Melissa Poole: I have a client in Maryland who's doing the vaccine for COVID and everybody in the company's got COVID. I'm just telling you.

Michael Harvey: This is Michael Harvey, let me just provide Ms. Poole an answer. The permitted uses that the applicant put in their narrative are various categories with sample uses, and then they have a prohibited use list. The direct answer to your question is if a proposed activity falls into those general uses and is similar to the uses listed as the example, much like the current County's Table of Permitted Uses, you could have an activity that is consistent with research and development that, not to make a judgement call, you may not necessarily find viable as others but it could go because you're allowing research and development. We wouldn't have the authority to say no you can't do that. David is correct there would be building and other regulatory standards that the applicant would have to comply with but if they meet the standard proposed by the applicant and approved by the County Commissioners, the staff would not have the authority to prohibit it if it falls in that category. That would be the same answer with the current Table of Permitted Uses. If you are proposing for example, a rec amenity and while you as an adjacent property may not like amenity someone has chosen, if we have the broad category and it meets that requirement and criteria then it goes, it's permitted as a rec amenity. The Planning Board and County Commissioners wouldn't have any ability to, I hate to use the word challenge but I'm going to, whether or not the validity of that land use is

consistent with the approval. I will also say that every decision that the County makes as it relates to the enforcement of the UDO and as it relates to the enforcement of the conditions imposed on this project, is subject to appeal to the Orange County Board of Adjustment. That's not a great answer but that is the answer, part of the answer I'm going to give you to try to address your question.

Ronald Sieber: Hello, this is Ronald Sieber again and first of all, I'm just trying to process the change from 800 cars per day traveling on our road, Davis Road, to 200 per hour. I mean that is a stunning, I repeat that is a stunning change in numbers. I want the Planning Board to think about that, you work for us. This is unreal that you are allowing this development to go forward. I just can't believe it so therefore, I've prepared several and a couple of questions and I'd like to just run them by you and you don't need to respond, I would just like you to hear, record and react to it at a later date.

David Blankfard: Ronald, before you start, can you tell us if you received a letter from the Planning …

Ronald Sieber: No, I receive no letter because I live, as Mr. Marshall would point out, 1.7 miles away from this development so therefore, I'm not relevant, so you know.

David Blankfard: I didn't say that but thank you.

Planning Board Member Melissa Poole left the meeting

Ronald Sieber: Yes, ok, thank you Mr. Blankfard and I'll proceed. First of all, I just want to point out that the developer does not seem to supportive of electrical charging stations. We're at a point, and I've followed the automotive industry because that's what I write about, I'm a professional writer. We're at a point where fleets, I'm talking about fleets of trucks are developing electrical charging stations to charge and support their electrical fleets. I think it's time that developers, especially those who are putting warehouses up for such facilities to be used by fleets of trucks. They need to start providing the infrastructure for these folks to attract them as businesses. I think that also, I'd like to point out, that on amendment 8 and I know this goes back to 8 and we're talking about 10 but 8 is involved with 10. Four members of the Planning Board voted against amendment 8 and I do appreciate their support, however, I just want to put it on, put the remainder on notice that that property that you want to rezone from rural to something else is along a road that is inhabited by 100s of people, some of them are legacy businesses, some of them are farms, and many of them are residents who moved out here without any knowledge, like myself, without any knowledge of some sort of planned economic development section that is going to change our lives forever. We did not move out here to be next to an industrial park, we moved out here to be in a rural neighborhood and that's what we want to preserve and I think it's high time we change that development or designation and I'm going to work every way I can to change that if we can have a chance to do that but apparently it seems like the dice and the deck is stacked against us. Nevertheless, we as a community are going to fight this every way we can. We are opposed to this proposed change. Having said all that this community is not opposed to intelligent development. That's in sync, that somehow aligns with some of the goals of this community, which is to have a nice place to live, a Rural Buffer. Now Steve Kaufmann had an intention to build a school and he's going to get that zoning returned to him so he can do that. That's an example of the kind of development that we can support as a community not a warehouse. Come on guys think about it. In closing I would just like to say we are totally opposed to an access road, as I mentioned, the number of trips on this road are going to be drastically increased. The size of the vehicles are going to be on this road which is Davis Road are going to be drastically changed. Planning Board will you think about what you are deciding on, you work for us. That's the end of my comments. Thank you.

Joseph Shore: Hi everyone my name is Joseph Shore, I live on Old 86 between Davis and 40 most of the conversation tonight has been about the effect on 40 but this going to completely alter my life and I can't emphasize that enough. If it's impossible to get out of my driveway with 300 cars during rush hour as the traffic engineer mentioned and you double that it means cars are going to be coming by my driveway every 5 to 6 seconds, 18 wheels are going to be coming by every 5 to 6 seconds. That will literally make my property worthless because I won't be able to access my own home anymore I won't be able to get to work or I'll have to stay in my travel lane for I don't even know how long to try to get in and out. There's a preschool right down the road, there's a preschool by the corner of Davis and Old 86. I can't imagine trying to be a parent to drop off my 3 or 4 year old there when there's 18-wheelers coming by every 10 seconds or 5 seconds. Just imagine the traffic trying to turn in and out of the preschool in the morning. To the previous gentleman's quoting, we aren't opposed to development but this is the

absolutely wrong thing for this area. I can't emphasize that enough this is a residential area. In the 1980s when this plan was originally developed, my house was a cow pasture so sure put a warehouse there it doesn't matter to them but things have changed dramatically, it doesn't make sense to have this development here any longer so Planning Board please hear me I'm begging you, oppose this. Please don't make my family collateral damage from this economic development building.

Jon Lorusso: Hello, it's quite late thank you for giving me a chance to speak. I wrote down a few notes of what I'd like to say before I get to them I just want to agree with previous speaker this really does come down to a 40 year old plan that is no longer relevant and yet the Planning Board feels that they need to stick with it because it's on the books so we might as well, I'm almost tempted to say that there is some kind of conspiracy going on some kickbacks because there really, this is the Planning Board, you are supposed to plan for the communities and the people who live here. Not for out of state businesses, not for lawyers in Raleigh this is for the people, you work for us the people who live here. Yes, the people here need jobs but not at the expense of their fellow citizens, this is absurd. So just to go through a few points. The traffic engineer mentioned that is would be up to the individual truck drivers whether or not they took 40 west to get to 85 north that's absurd no one would ever do that. People who live here know that you wouldn't do that, you are obviously going to take Churton to get 85 north. We've already had, the Planning Board has a plan in action to extend 70 from Orange Grove because of already existing traffic issues. They already exist the traffic issues this is going to make it so much worse and yet are we planning or are we reacting. We're going to allow this to be built and then react later on. We'll figure it out 20 years from now when people are fed up. So, this neighborhood, one if the improvement that Mr. Birch mentioned was oh we get a traffic signal at the end of Davis Road and all we have to do it to get it is build a 2.1 million square foot warehouse inside of our neighborhood. Great thanks a lot thank you for that wonderful improvement. The left only sign coming out of the place onto Davis Road, are there any laws that, is there going to be a cop stationed there and if they make a right are they subject to a summons? A ticket? No, it's really just up to the individual driver if they see that the traffic is backed up to the light on Old 86 you know maybe I'll just make a right and take Orange Grove up or maybe I'll make a left on Orange Grove and go down to Arthur Minnis, who cares right? Who cares about the people who live here, who cares. 200 vehicles per hour additional on Davis Road that is absurd an average tractor-trailer is 72 feet. How many tractor-trailers can fit between Old 86 and 1000 foot entrance on Davis Road? I don't know what the math is divide 1000 by 72 it's somewhere around 14. If you have 200 per hour, it sounds to me like it's going to get backed up. It sounds to me like there's a lot of conjecture, a lot of estimates based on businesses that we don't even know what kind of traffic they'll have. I think Michael Birch again that the primary use is indoor yet he doesn't actually know what kind of business is going to be there. How does he know they're going to be indoor? They're asking for approval when they're still back and forth with NCDOT how can you approve something when thinks haven't even been settled? We are not talking about little things; we're talking about huge changes. Oh, the traffic is backed up on 40 west, on the 40 east who cares if there's an ambulance that can't get to the hospital, who cares right? It's all at the expense of business, who cares, who cares if people are backed up on the highway, who cares? I mean this is absurd; it's absurd that our Planning Board the people who are supposed to plan this are the ones that are selling up the river. It's crazy. I could expect it from the lawyers in Raleigh who don't care what happens here because they don't live here. They're going to get this signed and they're done they get their check but from our own Planning Board the people who are supposed to protect the citizens of this county they are the ones who are selling us up the river. It's insane, it really is insane. That's all I have to say.

David Blankfard: One thing, did you receive a letter from the planning department?

Jon Lorusso: No I did not.

Perdita Holtz: David as you can see there are 12 people with their hands up and it now 11 p.m. I don't know if there wants to be any discussion among the Planning Board on how to handle the rest of the meeting, what some options might be.

Hunter Spitzer: I do recall that Michael had some comments that he wanted to make pertaining to us making recommendation. So I would like to hear those at the very least before we move forward.

Michael Harvey: As I indicated, your abstract had suggested that the Board, if they felt comfortable, would make a recommendation in time for the County Commissioner's September 15th hearing. Obviously the applicant will also need to weigh in on this. As I see it, there's a couple of different options and scenarios here. Through no fault of the

applicant, we got comments from the Department of Transportation on this project Friday, July 31st and again that is not anything that staff or the applicant control. The applicant has responded to the Department of Transportation and we are waiting for those comments. We've heard tonight from Planning Board members on discussion points on potential conditions that you all would to see vetted before you make a final decision. We have obviously heard some comments from the public and there's going to be obviously some additional comments so as I see it the Board technically has a couple of options. The Board could table any decision providing the applicant with areas of specific focus that they want answers to, I've heard loud and clear and in my note the primary concerns is traffic impact and more review of the DOT comments and the applicants responses and what DOT says to some of the traffic concerns I've heard. So you could certainly delay any decision til or table the item until your next regular meeting, which would be September 2nd to wait for that information. Craig and I have had a texting discussion about this very topic over the last hour, you could identify areas where you have less concerns or you are satisfied with the conditions and the applicant's responses and identify specific conditions you'd like to see fleshed out, you could adjourn this meeting to a date and time certain in a couple of weeks conceivably to revisit this discussion or the Board could vote either to make a recommendation to approve or make a recommendation to deny this evening. I'm not trying to say you don't have any of those options but staff was going to recommend was that we're still waiting on DOT to get us some documentation as is the applicant and hearing some of the discussion tonight, I think that there is a comfort level lacking with the transportation component from staff, the applicant who is waiting on DOT and you all and that might need some discussion. Whatever you all's decision is, I would like to strongly urge you to identify any specific areas of concern be it traffic, be it alternative energy conditions, whatnot so that the applicant and staff have a clear understanding of what we need to be working on in the interim to provide you the feedback you're asking for so you can make an informed decision. If that makes sense and thank you Hunter for asking.

David Blankfard: So what does everybody have a concern with?

Adam Beeman: My biggest concern is I want to see whatever the DOT is come to them with and determine whatever steps necessary to rectify, my biggest concern is coming off of the highway and right there at the highway. I am not so concerned as Davis Road as much as the highway but that's all part of the study so I'd like to see what DOT's response was.

Hunter Spitzer: I would like the applicant to consider removing access to Davis Road as they move forward with the process cause I suspect that we will probably vote to delay at least until our Planning Board meeting and potentially until we, until you end negotiations with the DOT. Conditionally, I would like a more concise proposal on electrical vehicle charging. I will just put the number out there at 1 station per 100.000 square feet of space to be built. Those are my largest concerns at the moment.

Michael Harvey: Chair Blankfard, if I could interject quickly. I'm sorry I know that Ms. Poole lost her internet access if I recall what Perdita said. One of her concerns was more specificity in land uses. In terms of what would fall into this categories and what would not. At least that's what I have in my notes.

Hunter Spitzer: If I may say one more thing, particularly to the residents that are listening. A lot of what we've been doing over the past hour has been talking about conditions that we would like to request from the developer, that's the nice part about this master planning conditional zoning is that we can ask for certain conditions to be met and so if you all and I understand that you are all very opposed to this but in the off chance that it can't be stopped, you do have the opportunity to shape this development through this process and so I encourage you to consider what you might want to put in as conditions if at all possible.

David Blankfard: I have a huge concern about the traffic being dumped onto Davis Drive. Not just some of the traffic but everything is going to be dumped onto Davis Drive because NCDOT does not want anybody to come out the service road. So I don't know if anybody else feels that way or if we want to see if the applicant can come up with a better way of getting access to the site. Are we comfortable making a decision now or wanting to wait?

Hunter Spitzer: I move that we delay a decision on our recommendation until our next meeting on September 2nd.

Michael Birch: This is Michael Birch, the applicant, I think the outstanding issues that appear to be out there are one responses from DOT but I want to reiterate that whatever DOT comes back with in terms of requested improvements, those will be made. So it's not really a negation in that respect. Second with regard to some of the comments about

Davis Drive, I just think it is not possible for us to prohibit access onto Davis Drive. Third, with regard to some of the comments or requests for the conditions the design of the buildings with intent to accommodate solar, providing some electric vehicle charging stations and no fuel storage adjacent to the flood plain. I am comfortable with we can craft those conditions and extremely short order and so I would respectfully ask but because of the date of the next Planning Board meeting being on the 2nd essentially eliminates our opportunity to get to the Board of Commissioner's meeting on the 15th. I would ask that the Planning Board please consider meeting or adjourning to a date certain possibly 2 weeks from today on the 19th.

David Blankfard: I think we could do the 19th to reconvene.

Adam Beeman: I was going to ask Craig or Michael Harvey, with what Mr. Birch said about whatever DOT comes back and they're going to rectify whatever DOT says they need to do. Do you guys feel comfortable with moving forward knowing whatever DOT may say or would it be better to meet a date later once the DOT issues have been straightened out?

Craig Benedict: Let me just give a brief introduction about NCDOT is in charge of the roads within Orange County so they are the ultimate authority on what improvements are made because counties in North Carolina are not in the road business so they take, their recommendations are of prime importance and as the developer said they will have to do whatever NCDOT says. We work with DOT and we will take the comments that we have from tonight and impart them to NCDOT for any alternatives that there may be but NCDOT is also in the business to use taxpayer money to use the roadways to their best ability. My opinion if you want to call it that is that we will be satisfied with what NCDOT suggest as improvements for the project.

Kim Piracci: I just want to say that it seems to me that the traffic that's being talked about, even if it could be arranged in such a way that the traffic only comes and goes from 40 to Old 86 and never hits Davis it just seems like an enormous amount of traffic even just for Old 86. Even though I understand there'll be road expansion and whatnot so I just, I feel like the scope of the project is just too big for this space in Orange County. Maybe smaller warehouses or two instead of three. I don't know but in any case it just seems like too much. To me it seems all that's too much.

Hunter Spitzer: Do you have an expected return date from NCDOT on those comments? An anticipated time?

Michael Harvey: Hunter, let me jump in and Mr. Birch may be able to also provide some detail. I don't know if it's fair to say if we have any expectation from DOT. They obviously took a prolonged period of time to get us the comment they got us on Friday and we can obviously impress to Mr. Edwards who is our district engineer the need for expediency but I can't and will not tell you that I can guarantee that within two weeks we'll have an answer. I can't guarantee that within four weeks we'll have an answer. But I think it's reasonable for us to try if the Board sees fit to adjourn to at date and time certain in two weeks. We'll do the best we can to address this concern as best we can and I know so will the applicant but I do think it's also important for me to make clear one think to the Board. It's been sort of danced around but I think it's important to say it. One of the, this same issue came up with Settler's Point, the Department of Transportation is not satisfied with the current condition of service road which parallels 40 and they had requested or indicated that in order for Settler's Point to be developed they had to have secondary means of ingress/egress. At Settler's Point chose to try and secure access off Old NC Hwy 86 directly. That was a gamble they took and unfortunately it didn't pay off at the time they had the approval they couldn't negotiate an access point. I know that this applicant has looked for alternative access points and I'm not telling you this to say, it's a fait accompli, but I'm telling you this that one of the reasons there's two access points is because DOT has mandated it from day one. This applicant is obviously proposing Davis Road there's obviously concerns about that and there's request for more information and that needs to be processed to move forward but I think the Board just needs to be put back in the loop that the reason there's two is because DOT is mandating it.

Michael Birch: This is Michael Birch, the applicant just to reiterate on the timing of DOT responses. We will hound them as best we can to get responses so we can this resolved in advance of a possible meeting on the 19th.

Randy Marshall: I'm not sure we are going to continue to be productive tonight so I'd like to make a recommendation that we adjourn or postpone or continue the meeting until two weeks from tonight at 7 p.m.

Hunter Spitzer: Seconded.

Adam Beeman: I vote going ahead and solving the problem tonight if anybody else is ready to vote. I'm ready to vote. I'm got my choices made so if everybody else wants to shelve it that's fine but I'm ready to move forward tonight.

Kim Piracci: I would like to postpone voting but to me it doesn't make sense to meet in two weeks if we haven't heard from the DOT though it could be a conditional two weeks from tonight sort of thing.

Michael Harvey: Kim, let me just interject that it unfortunately can't be conditional you are going to be adjourning to a date and time certain so there will be a meeting if you all elect to do it this way on the 19th and if we don't have the response unfortunately we don't have the response and I hate to say it that way but it's the truth. The two options you have are to adjourn this meeting matter or table this matter until the September meeting which obviously the applicant I know has a concern with or to say you're going to attempt to do a special meeting on the 19th. If there's Board consensus to try that and we don't have answers, we don't have answers. That's the unfortunately blunt way I'm going to have to put it to you.

Randy Marshall: Part of my thinking was that we still have a number of people who wanted to address this some of them we may have already have heard from and understand what their positions are but there may be others that we've not heard from at all and I'm not sure we want to start listening to them at this late time. The other things is we've not been able to address the DOT issues and nothing may change as Michael suggests in two weeks but at least in two weeks we will have a little bit more information and can get a little bit more input from the public and make an informed decision at that time. I can vote tonight, I know where I stand but I just want to make sure that everybody feels like they've had enough opportunity to get all the information they need or to provide all the information they need.

David Blankfard: I think that we should postpone it to the 19th. I guess we'll have to have a motion again. But we'll wait and until the 19th we can listen to more of the constituents, the public right because they were saying they were not notified this will give them more time to rally their forces and then if the DOT isn't there, we'll just listen to the public and if the DOT we can finish it then and there.

Craig Benedict: Perdita how many people do you have still want to speak tonight?

Perdita Holtz: There are 14 people that have their hands raised.

Adam Beeman: I have a question if we come back on the 19th and we don't have the information from DOT are we going to push it out again.

David Blankfard: We'll just listen to the public.

Adam Beeman: I understand that but are we going to push the vote out again or are we going to vote on the 19th?

Randy Marshall: I suggest that we have a vote on the 19th we'll have all the information available and I think we should go ahead and vote then and I would also recommend for people who want to speak, to try not to continue to repeat yourselves and to provide us with new information or insight which will help us get closer to making a decision.

Michael Harvey: Chair Blankfard, just to remind the Board that if you adjourn the meeting to a date and time certain and adjourn to a specific format, we will not be resending out notifications because this is a continuation of the meeting. We will not be sending out new notices, we're not obligated to send out new notices because you are adjourning to a date time certain. We will post it on the website as we have done with tonight's meeting but we will not be sending out notices to everyone within 1000 feet.

MOTION by Randy Marshall to adjourn the Planning Board meeting to August 19, 2020 at 7:00 PM via Zoom.
Seconded by Hunter Spitzer.
VOTE: 9-2 (Adam Beeman and Kim Piracci opposed)

Craig Benedict: Staff will be making a summary of some of the questions.

AGENDA ITEM 11: ADJOURNMENT

Meeting was adjourned by consensus

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David Blankfard, Chair

ORANGE COUNTY
PLANNING BOARD

ACTION AGENDA ITEM ABSTRACT
Meeting Date: August 19, 2020

Action Agenda
Item No. 7

SUBJECT: Clarification of Planning Board Actions on Proposed Amendments to the Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan and to the Orange County Comprehensive Plan Future Land Use Map (FLUM)

DEPARTMENT: Planning and Inspections

ATTACHMENT(S):

1. Resolution Amending COCA Land Use Plan and Orange County 2030 Comprehensive Plan Hillsborough/Orange County COCA Land Use Plan Amendment Map

INFORMATION CONTACT: (919)
Tom Altieri, Planner III, 245-2579
Tom Ten Eyck, Planner II, 245-2567
Craig Benedict, Planning Director, 245-2575
Steve Brantley, Economic Development Director, 245-2326

PURPOSE: To clarify the motion made at the August 5, 2020 Planning Board meeting and revote on the clarified motion regarding County-initiated amendments to the:

- Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan, and
- Orange County Comprehensive Plan Future Land Use Map (FLUM).

BACKGROUND: At the August 5, 2020 Planning Board meeting, following staff presentation of land use amendments, public comments and questions, and Planning Board comments and questions, the Planning Board proceeded with a motion and action on the item. While the intent of the Board's action was clear, through review of the meeting recording, staff discovered that the motion included reading from materials related to a subsequent agenda item. Therefore, staff is asking that the Planning Board revisit its motion tonight and revote on the aforementioned plan amendments tonight.

Planning staff is not suggesting that the Planning Board revisit its discussion but for the benefit of the public, following is a link to the Planning Board's previous agendas where all of the agenda packet materials from the August 5 meeting can be found. The Resolution provided as Attachment 1 to this Abstract was provided on pp. 14-16 of the August 5 Planning Board packet: https://www.co.orange.nc.us/AgendaCenter/Planning-Board-26

The draft minutes of the August 5, 2020 meeting are included in tonight's agenda packet as an informational item. The minutes reflect the Board's conversation immediately before the motion, the motion itself, and the rollcall vote.

Rollcall and Vote Located on pages 14 and 15 of the August 5, 2020 Draft Meeting Minutes

ROLLCALL VOTE:
Carrie Fletcher: No
Adam Beeman: For it
Hunter Spitzer: No
Melissa Poole: No
Randy Marshall: Yes
Kim Piracci: No
Patricia Roberts: Yes
Susan Hunter: Yes
Alexandra Allman: Yes
David Blankfard: Yes
MOTION PASSED 6-4

Planning Director's Recommendation: The Planning Director recommends **approval** of the Resolution contained in Attachment 1. The following may be helpful as a guide:

1. Motion to recommend to the BOCC approval of the Resolution (Attachment 1), which reflects the proposed Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan and Orange County Comprehensive Plan Future Land Use Map (FLUM) amendments *(reading the Resolution aloud is optional)*;
2. Second the Motion;
3. Rollcall vote and announce results.

(If needed, the Chair or Planning Administrative staff may request any clarification that may be needed to ensure that all of the essential aspects are heard and noted for the minutes.)

FINANCIAL IMPACT: Consideration and approval will not create the need for additional funding for the provision of County services. Costs for mailed notifications and the required legal advertisement will be paid from FY2020-21 Departmental funds budgeted for this purpose. Existing Planning staff included in the Departmental staffing budget will accomplish the work required to process this amendment.

RECOMMENDATION(S): The Planning Director recommends the Planning Board:

1. Consider the Planning Director's recommendation, and
2. Make a recommendation to the BOCC on the Resolution (Attachment 1) in time for a **September 15, 2020** Public Hearing.

Attachment 1

*Resolution #:*_____

A RESOLUTION AMENDING THE
TOWN OF HILLSBOROUGH/ORANGE COUNTY CENTRAL ORANGE COORDINATED AREA LAND USE PLAN
ORANGE COUNTY COMPREHENSIVE PLAN FUTURE LAND USE MAP

WHEREAS, Orange County has initiated amendments to the:

- Town of Hillsborough/Orange County Central Orange Coordinated Area Land Use Plan,
- Orange County Comprehensive Plan Future Land Use Map, as established in Section 1.7 of the Orange County Unified Development Ordinance (UDO), and

WHEREAS, the proposed amendment to the Town of Hillsborough/Orange County Central Orange Coordinated Area Land Use Plan consists of the following:

- Extend the Town's Urban Service Boundary for public water and sewer consistent with previously approved Water and Sewer Management, Planning, and Boundary Agreement amendment by all parties, and
- Add the Suburban Office Complex Future Land Use Classification to all or portions of 17 parcels, totaling 84 acres, located on both sides of Old Highway 86, south of Interstate 40, and

WHEREAS, the proposed amendment to the Orange County Comprehensive Plan Future Land Use Map consists of the following:

- Amend all or portions of 20 parcels, totaling 89 acres, located on both sides of Old Highway 86, south of Interstate 40 from Rural Residential to Economic Development Transition. Additionally, 1.64 acres of road right-of-way is included, and
- One overlay land use classification applies in this geographic area (Resource Protection Area). No modifications are being proposed to the boundary, and

WHEREAS, the following parcels are affected by the Orange County Comprehensive Plan Future Land Use Map amendment proposal:

Parcel Identification Number (PIN)	Entire or Partial Parcel to be Changed?	Owner on Record	Acreage Proposed to be Changed
9862998894	Partial	LANDMARK MANAGEMENT PARTNERS LLC	11.69
9872087570	Partial	CHARLENE W HAMLETT	0.03
9872095945	Partial	LARRY B LEE	1.64
9872098324	Partial	THEODORE L BRYANT and BEVERLY N BRYANT	7.45
9872183072	Partial	JOE L JERNIGAN	0.02
9872187626	Partial	THEODORE L BRYANT and BEVERLY N BRYANT	7.98
9872188329	Partial	JOE L JERNIGAN and VICKIE R JERNIGAN	1.87
9872191961	Entire	JEANINE L DUKE and JAMES N POULOS	1.18
9872193459	Entire	THEODORE L BRYANT and BEVERLY N BRYANT	10.23
9872196844	Entire	MICHAEL WILLIAM SUDYK	3.26
9872198336	Entire	THEODORE L BRYANT and BEVERLY N BRYANT	10.44
9872286360	Partial	REA LANDCOM INC	0.04
9872286779	Partial	THEODORE L BRYANT and BEVERLY A BRYANT	0.59
9872292222	Entire	THEODORE L BRYANT and BEVERLY N BRYANT	10.18
9872298289	Partial	THEODORE L BRYANT and BEVERLY N BRYANT	7.99
9873007189	Entire	JOHN JR BOXTER and SHANNON MARTIN	1.06
9873008345	Entire	JOSEPH S SHORE and SARAH C SHORE	2.71
9873104230	Entire	MICHAEL W SUDYK and GEORGE W SUDYK	4.45
9873104310	Partial	BEATRICE S BROOKS	0.72
9873108103	Entire	MICHAEL WILLIAM SUDYK	3.51

WHEREAS, the proposals have been found to be internally consistent with the 2030 Orange County Comprehensive Plan or part thereof including, but not limited to, the following:

Objective ED-1.5:
Identify barriers to development of desirable businesses and local busi nesses, and m itigate these barriers.

Objective ED-2.1:
Encourage compact and higher density development in areas served by water and sewer. (See also Land Use Objective LU-1.1 and Water and Wastewater Objective WW-5.)

Objective ED-2.5:
Identify lands suitable to accommodate the expansion and growth of commercial and industrial uses in the County.

Objective ED-2.7:
Select industrial sites in Economic Development Areas based on present and planned supporting systems, such as public water and sewer, access to adequate highway, rail, or public transportation infrastructures, and minimize detrimental environmental or negative social outcomes. (See also Water and Wastewater Objective WW-15.)

Land Use Goal 1: Fiscally and environmentally responsible, sustainable growth, consistent with the provision of adequate services and facilities and a high quality of life.

Objective LU-1.1:
Coordinate the location of higher intensity / high density residential and non- residential development with existing or planned locat ions of public tr ansportation, commercial and community services, and adequate supporting infrastructure (i.e., water and sewer, high-speed internet access, streets, and sidewalks), while avoiding areas with protected natural and cultural resources. This could be achiev ed by increasing allowable densities and cr eating new mixed-use zoning districts where adequate public ser vices are available. (See also Econom ic Development Objectives ED-2.1, ED-2.3, ED-2.10, and Water and Wastewater Objective WW-2.)

Land Use Goal 4: Land development regulations, guidelines, techniques and/or incentives that promote the integrated achievement of all Comprehensive Plan goals, and

WHEREAS, the requirements of Sections 2.3 of the Unified Development Ordinance (UDO) has been deemed complete, and

NOW THEREFORE BE IT RESOLVED by the Board of Commissioners of Orange County that the Town of Hillsborough/Orange County Central Orange Coordinated Area Land Use Plan and Orange County Comprehensive Plan Future Land Use Map are hereby amended as depicted on the attached maps.

Upon motion of Commissioner _____, seconded by Commissioner _____, the foregoing ordinance was adopted this _____ day of _____, 2020.

I, Donna S. Baker, Clerk to the Board of Commissioners for Orange County, DO HEREBY

CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting

held on _____, 2020 as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of the said Board.

WITNESS my hand and the seal of said County, this _____ day of _____, 2020.

SEAL

_____
Clerk to the Board of Commissioners

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ORANGE COUNTY
PLANNING BOARD
ACTION AGENDA ITEM ABSTRACT
Meeting Date: August 19, 2020

Action Agenda Item No. 8

SUBJECT: Continued Review of Zoning Atlas Amendment: Research Triangle Logistics Park (RTLP) Master Plan Development Conditional Zoning District (MPD-CZ)

DEPARTMENT: Planning and Inspections

ATTACHMENTS:

1. NC Department of Transportation (DOT) Letter – July 31, 2020
2. Applicant's Response to DOT Comments – August 5, 2020
3. Staff Memorandum on Transportation Issues – August 13, 2020
4. Copies of E-mails from Local Property Owners
5. Statement of Consistency
6. Ordinance Amending the Zoning Atlas

INFORMATION CONTACT:

Michael D. Harvey, Planner III (919) 245-2597

PURPOSE: To continue review of an applicant initiated Zoning Atlas Amendment for 3 parcels west of Old NC Highway 86/south of Interstate 40 to Master Plan Development Conditional Zoning (MPD-CZ) district and make a recommendation on the application to the Board of County Commissioners (BOCC). The complete application package, including full size maps and available correspondence, is available on the County website at: https://www.orangecountync.gov/1722/Current-Interest-Projects.

BACKGROUND: The Planning Board began its review of this request on August 5, 2020. Agenda materials for this item can be accessed at: https://www.orangecountync.gov/AgendaCenter/ViewFile/Agenda/_08052020-1013 and draft minutes of the meeting are an informational item in the agenda packet.

Attachment 4 contains copies of the numerous e-mails staff has received from local property owners regarding the project. Additionally, emails have been sent to the Board of County Commissioners and these emails are viewable at: https://groups.google.com/forum/?nomobile=true#!forum/ocbocc.

During the August 5 meeting, the following comment(s) related to the proposal, including potential conditions, were made by Planning Board members:

1. Board members requested more information related to the review of the traffic impact analysis submitted as part of the MPD-CZ;

STAFF COMMENT: At the onset of the meeting, staff indicated comments had been received from the NC Department of Transportation (NC DOT) related to their review of the MPD-CZ on Friday July 31, 2020 (Attachment 1).

The applicant has reviewed and responded to these comments (Attachment 2).

Staff prepared a memorandum (Attachment 3) discussing traffic impact concerns along Davis Road in response to these 2 documents.

As of the writing of this abstract, staff has not received any further comment(s) or responses.

2. A Board member suggested the driveway onto Davis Road be removed to address traffic impact concerns.

   STAFF COMMENT: NC DOT has indicated the MPD-CZ will require a second access point as Service Road is not sufficiently sized or located to safely handle the traffic needs for the project.

   At this time, NC DOT staff has indicated their support for the proposed driveway off of Davis Road based on submitted traffic count data, and recommended roadway improvements, as detailed within the applicant's traffic impact analysis.

   Staff has discussed alternatives to the proposed driveway off of Davis Road, specifically focusing on development of a driveway off of Old NC Highway 86. At this time, however, the applicant is not able to secure the necessary property to accommodate the proposal.

3. A suggestion was made to prohibit truck traffic utilizing the Davis Road driveway.

   STAFF COMMENT: Unfortunately, this suggestion is inconsistent with NC DOT expectations for the project. Staff is concerned over our ability to enforce such a standard.

4. Several Board members indicated there ought to be a condition requiring trucks, seeking to access Interstate 85, to utilize Interstate 40 rather than drive down Churton Street.

   STAFF COMMENT: Staff does not believe we would have the ability to enforce such a condition as Churton Street is a State maintained roadway that does not preclude truck traffic.

5. A Board member suggested the project provide 1 electric vehicular (EV) charging station for every 100,000 sq.ft. of proposed building area. If this condition is imposed, it is anticipated there would be approximately 40 EV spaces at project build-out;

   STAFF COMMENT: The applicant has agreed to provide 2 charging stations per building.

6. Board members expressed concern over proposed permitted uses indicating more specificity was needed. Specifically, there was a concern manufacturing could include bio-weapon research/development and unethical testing of products on animals;

7. Several Board members suggested a condition requiring placement of vegetation along external property lines designed to address light trespass concerns from vehicles utilizing their 'high beams' while driving within the project.

   STAFF COMMENT: The applicant indicated they believed their proposed landscaping along the common property lines would address the issue.

Staff is unsure how such a condition would be enforced in the event of a complaint.

8. A condition was recommended that all structures erected within the project be designed to accommodate alternative energy devices (i.e. solar panels, etc.);

   STAFF COMMENT: The applicant agreed to a condition indicating building design would not preclude incorporation of alternative energy systems.

9. A condition was recommended that no fuel/chemical storage occur near the floodplain.

   STAFF COMMENT: Current regulations (Section(s) 6.13 and 6.21 of the UDO) prohibit the storage of chemicals within the floodplain or floodplain buffer. The applicant indicated their willingness to impose an additional 30 ft. setback from the edge of the required floodplain/stream buffers related to the storage of fuel/chemicals.

Planning Director's Recommendation: The Planning Director continues to recommend **approval** of the:

1. Statement of Consistency indicating the zoning atlas amendment(s) are reasonable and in the public interest as contained in Attachment 5.
2. Ordinance amending the Zoning Atlas, as well as imposing development conditions, for the identified parcels as contained in Attachment 6.

FINANCIAL IMPACT: This request has been reviewed by various County departments who have determined that the approval or denial of the request would not create the need for additional funding for the provision of County services. C osts associated with advertising, including the public hearing notice and mailings, were paid by the applicant in accordance with the adopted Orange County Fee Schedule.

RECOMMENDATION: The Planning Director recommends the Board:

1. Continue deliberation on the proposal,
2. Consider the Planning Director's recommendation,
3. Vote on the imposition of conditions, as detailed herein, and
4. Make a recommendation to the BOCC on the Statement of Consistency (Attachment 5) and the proposed ordinance (Attachment 6) in time for the **September 15, 2020** BOCC meeting.

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

July 31, 2020

ORANGE COUNTY

Mr. Matthew Peach, PE
Stantec Consulting Services Inc.
801 Jones Franklin Road
Suite 300
Raleigh, NC 27606

Subject: Proposed Research Triangle Logistics Park
Located on SR 1223, Service Road and SR 1129, Davis Road
Review of Traffic Impact Analysis (TIA)

Dear Mr. Peach,

NCDOT Congestion Management Unit, Division and District staff have completed review of the TIA for the above-mentioned development. Based on the information provided, I offer the following comments.

General:

The proposed site consists of 2,251,200 SF of industrial warehousing with four buildings interconnected via an internal road network. Access is provided via three proposed full-movement driveways on the existing service road and a fourth full movement driveway located on Davis Road. The site is expected to generate approximately 3648 new daily trips upon buildout in 2023. The TIA did not provide any information or analysis regarding phasing of the project. It is assumed the site will be developed as single entity in a continuous manner.

Methodology:

Due to the current NCDOT moratorium on traffic volume data collection as a result of Covid-19 impacts, background traffic was determined utilizing data provided in the previously submitted Settler's Pointe TIA and adjusted accordingly for background growth and contributing traffic from approved development. This is consistent with the scoping document previously approved by the Department.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION 7, DISTRICT 1
PO BOX 766
GRAHAM, NC 27253-0766

Telephone: (336) 570-6833
Fax: (336) 570-6873
Customer Service: 1-877-368-4968

Location:
115 EAST CRESCENT SQUARE DRIVE
GRAHAM, NC 27253

Website: www.ncdot.gov

Committed NCDOT Projects:

The TIA indicates the proposed development is proximal to two NCDOT projects currently programmed in the State Transportation Improvement Program(STIP). Namely, U-5845(Churton Street Widening) and I-3306A(I-40 Widening). Neither of these projects include committed improvements at any of the intersections included in the study area of this TIA.

Analysis Results and Mitigation Requirements:

Old NC 86 and Waterstone Drive/Rippy Lane Intersection:

The analysis indicates that this intersection is expected to operate acceptably in the 2023 build scenario.

We concur with the TIA recommendation that no improvements are required.

Old NC 86 and I-40 Westbound Ramps Intersection:

The analysis indicates a significant increase in delay and drop in LOS from D-F on the westbound approach with the addition of site traffic.

Pursuant to NCDOT guidelines, the applicant will need to provide additional analysis and recommendations for mitigation of this impact to include assessment for warrant and need for a traffic signal.

Old NC 86 and I-40 Eastbound Ramps Intersection:

The TIA recommends installation of a traffic signal at this location. The applicant should provide additional traffic signal warrant assessment supporting this recommendation. In the event that a signal is verified to be warranted and needed, it is noted that the analysis indicates that a substantial queue for the southbound left turn movement that may exceed existing storage may result. Additionally, the analysis indicates that the queue for the northbound through/right movement is expected to spill beyond the existing Old NC 86 and Service Road intersection which would be expected to result in significant operational and safety issues at that location. The applicant will need to provide additional analysis and recommendations to mitigate the queue spillback or consider restrictions of left turn movements at the service road.

Old NC 86 and Service Road Intersection:

As noted above, queue spill back from the adjacent eastbound ramps will need to be mitigated or restrictions of left turns at this intersection will need to be considered with appropriate internal circulation patterns provided to route traffic to the proposed Davis Road as an alternate access route. In the event that a full movement intersection is approved at this location, then the following improvements are required.

- Construct an exclusive northbound left turn lane with 125’ of full storage and appropriate transitions
- Construct and exclusive southbound right turn lane with 100’ of full storage and appropriate transitions.
- Construct and exclusive eastbound right turn lane with 200’ full storage and appropriate transitions.

Alternate improvements will need to be considered based on the final determination of the intersection configuration.

Old NC 86 and Davis Road Intersection:

The analysis indicates a significant increase in delay and drop in LOS from B to D on the eastbound approach with the addition of site traffic. The TIA recommends installation of a traffic signal at this location. The applicant should provide additional traffic signal warrant assessment supporting this recommendation. Regardless of final determination regarding signalization, the following improvements are required to ensure safe and efficient operation.

- Construct an exclusive northbound left turn lane with 100’ of full storage and appropriate transitions.
- Construct an exclusive southbound right turn lane with 100’ of full storage and appropriate transition.

Service Road and Site Driveway A,B,C Intersections:

We concur with the recommendation to construct each of these accesses as a two lane-two-way approach operated under stop sign control.

Each access will need to provide a minimum internal protected stem length of 100’

Davis Road and Site Driveway D intersections:

We concur with the recommendation to construct this access as a two lane-two-way approach operated under stop sign control.

Provide a minimum internal protected stem length of 100’.

The following improvement is required to better accommodate commercial vehicle maneuvers and to ensure safe and efficient operation at this location:

- Construct and exclusive westbound right turn with 100’ of full storage and appropriate transitions.

Multi-modal and Streetscape Enhancements:

Any locally stipulated multi-modal enhancements including but not limited to sidewalk, bike lanes, bus pull offs, lighting, landscaping etc. on State maintained routes are subject to NCDOT requirements and approval through the encroachment process.

General Requirements:

It is necessary to obtain an approved driveway permit and/or encroachment agreement(s) prior to performing work on the NCDOT right of way. As a condition of the permit, the permitee shall be responsible for design and construction of the above stipulated improvements in accordance with NCDOT requirements. An approved permit will be issued upon receipt of approved roadway and signal construction plans, inspection fee, and any necessary performance and indemnity bonds.

The applicant shall dedicate any additional right of way necessary to accommodate the required road improvements or future improvements as stipulated.

Intersection radii and geometry shall be designed to accommodate turning movements of the largest anticipated vehicle.

All pavement markings shall be long life thermoplastic. Pavement markers shall be installed if they previously existed on the roadway.

The permitee shall be responsible for the installation and relocation of any additional highway signs that may be necessary due to these improvements and shall comply with the requirements of the MUTCD.

Feel free to contact me if you have any questions.

Sincerely,

DocuSigned by:
C. N. Edwards Jr., PE
C60BB6060F8A458...

District Engineer

Cc: J.M. Mills, PE, Division Engineer
D. M. McPherson, Division Traffic Engineer
Brian Thomas, PE, Regional Traffic Engineer
Doumit Ishak, PE, Congestion Management Regional Engineer
Orange County
Town of Hillsborough

Attachment 2

Stantec

Stantec Consulting Services Inc.
801 Jones Franklin Road, Suite 300
Raleigh, North Carolina 27606-3563

August 5, 2020

File: 171002240

Attention: Mr. Chuck Edwards, PE, District Engineer

NCDOT Division 7, District 1
115 East Crescent Square Drive
P. O. Box 766
Graham, NC 27253

Dear Mr. Edwards,

Reference: Research Triangle Logistics Park TIA Supplement

This supplement is to respond to a memo dated 7/31/2020 providing NCDOT comments on the Research Triangle Logistics Park TIA. Based on the comments, we are recommending a change in the proposed access at the intersection of SR 1009 (Old NC 86) and the service road. Instead of operating with the existing condition, an unsignalized full movement intersection, this memorandum will summarize the impacts of converting the service road to a right in / right out with a left over. Therefore, all traffic exiting the site heading north to access I-40 or continue north will have to turn left out of Davis Road.

The following sections respond directly to the comments in the NCDOT Memorandum.

Committed NCDOT Projects

As noted, there are two proposed State Transportation Improvement Program (STIP) Projects in proposed development's study area, U-5845 and I-3306A.

According to the ***2020 – 2029 STIP***, project U-5845 (South Churton Street Widening) is proposed to start right of way acquisition in State Fiscal Year (SFY) 2022 and construction would be started in SFY 2025. This project will install traffic signals at the Old NC 86 ramps (eastbound and westbound) accessing I-40. A southbound right turn lane is recommended at the westbound on-ramp and an additional southbound left turn lane and a northbound right turn lane are recommended at the eastbound on-ramp. These improvements are noted in the attached figure from the U-5845 Capacity Analysis Report prepared by Kimley-Horn and Associates (Figure ES-1). Due to current NCDOT funding issues, most projects are currently on hold and this project schedule is subject to change. This project is funded with $15 Million in Build NC Bonds that were noted to be paid back in 2025 – 2039.

Project I-3306 will widen Interstate 40 to six-lanes and install ITS along a 20.7-mile corridor. The section of the project in the vicinity of the proposed development, I-3306 AA (I-40 from I-85 to NC 86), is scheduled to start right of way acquisition and utilities in SFY 2021 with construction scheduled to start in SFY 2023. As noted earlier, schedules are being re-evaluated as a result of the funding crisis, but this project is reported to be a top priority for Orange County. As part of this study, improvements are recommended at the I-40 /

Old NC 86 interchange. The I-3306 Traffic Capacity Analysis prepared by Kimley-Horn and Associates recommends that signals be installed at both ramps with an additional southbound left turn lane and an exclusive northbound right turn lane at the eastbound ramp. The improvements are illustrated in the attached Figure 7A. The I-3306A Public Meeting Map (Sheet 2 of 6) from the January 24, 2019 illustrates improvements at the intersection, but they are not consistent with the recommendations in the Capacity Report. According to this figure, traffic signals are not being shown at the ramps. A southbound right turn at the I-40 westbound on-ramp is shown on the plan as well as a northbound right turn lane and an additional receiving lane on the I-40 eastbound ramp. Although there will be two receiving lanes on the ramp, the plan does not show dual southbound left turns even though the volume of traffic making this movement is extremely high. The interchange portion of the Public Hearing Map is attached to this supplement.

Analysis Results and Mitigation Requirements:

Old NC 86 and Waterstone Drive / Rippy Lane Intersection:

All parties are all in agreement that no improvements are required.

Old NC 86 & I-40 Westbound Ramps

According to the TIA that was completed for Settler's Point, signal warrant analyses were conducted for this intersection and it was noted that warrants were met for signalization in the no build condition. Due to the data collection restrictions caused by the Covid Pandemic, the same data were used for the Research Triangle Logistics Park, so the same results would apply to this study. The section of Settler's Pointe discussing signal warrants is attached.

As noted in the TIA, we recognize that there is an increase in delay for the westbound approach at the Old NC 86 intersection with the I-40 WB ramp. It is not unusual for a minor approach at an unsignalized intersection to have an unacceptable level of service. According to the NCDOT Congestion Management Capacity Analysis Guidelines, "a poor level of service on a side street does not always result in a recommendation for signalization if v/c ratios and queuing are acceptable". The v/c ratio for the westbound left turn is 0.59 and 0.65 in the AM and PM peak hours, respectively. Based on SimTraffic models, although there will be delay on the ramp, there is sufficient storage to ensure that traffic accessing Old NC 86 will be stored on the ramp with no impacts on I-40. Additionally, it should be noted that the TIA assumed full build out of Waterstone while the development is only partially built out. Therefore, delay estimates are very conservative. The U-5845 project will install a signal at this location.

Therefore, based on this additional information, we do not recommend improvements at this location as a result of the proposed development.

Old NC 86 & I-40 Eastbound Ramps

Similar to the adjacent ramp intersection, the TIA that for Settler's Point included a signal warrant analyses for this intersection. It was noted that warrants were met for signalization in the no build condition. Due to the data collection restrictions caused by the Covid Pandemic, the same data were used for the Research Triangle Logistics Park, so the same results would apply to this study.

A signal was recommended at this location due to the excessive delays for the overall intersection and the eastbound approach in the no-build condition. There is a significant southbound left turn movement (exceeds 500 under the existing condition) coming from Hillsborough and the Waterstone Development. The reported delays and queues from Synchro are assuming a very conservative analysis with protected only movements and optimized splits. With the proposed left-over at the Service Road, a greater amount of green time can be given to the southbound left since it will not be an issue to queue beyond the Service Road. Additionally, it should be noted that the TIA assumed full build out of Waterstone while the development is only partially built out. Therefore, delay estimates are very conservative. The I-3306A project will install additional lanes while the U-5845 project will install a traffic signal and additional turn lanes at this location.

Therefore, based on this additional information, we recommend that the developer install a temporary signal with wood poles at this location to accommodate traffic until the planned projects construct additional turn lanes and a signal in the final configuration can be installed.

Old NC 86 and Service Road Intersection:

Based on the current spacing of intersections and issues noted , the development will revise the access at this location to provide a right in / right out with a left over into the site. Just north of the service road, there is a residential parcel that has a property line which appears to extend almost to the edge of pavement and may prohibit widening of pavement in this area. This is shown on the attached public hearing map. Therefore, the following improvements are recommended at this location assuming that they can be accomplished within the existing right of way by shifting the existing lanes and restriping the pavement.

- Restripe Old NC 86 in the vicinity of the Service Road to provide the following within the existing edges of pavement:
  - An exclusive northbound left-turn lane with the amount of full-width storage with appropriate transitions to the greatest extent possible within the existing pavement.
  - An exclusive southbound right-turn lane with 100 feet of full-width storage or a lesser amount to the greatest extent possible with appropriate transitions within the existing pavement.

Old NC 86 and Davis Road Intersection:

Since we only have peak hour traffic volumes for this location, it was verified that this location will meet the peak hour warrant for signalization. Based on this, a traffic signal should be installed at this location. With the traffic signal, all approaches operate at a Level of Service C or better in both peak hours and there are no excessive queues. Additional turn lanes were noted in the TIA review, but based on the results, the traffic signal mitigates the impact of the proposed development with acceptable levels of service on all approaches.

Service Road and Site Driveways A, B, and C:

NCDOT concurred with the recommendations in the TIA. It is noted that a 100' minimum internal protected stem should be provided at each driveway.

Davis Road and Site Driveway D:

It is anticipated that almost all commercial vehicles will enter via the Service Road, so most vehicles entering at Driveway D will be employees in personal vehicles. Due to the very low volume of westbound through traffic, we are requesting that this location have a shared through / right turn lane on Davis Road. In the morning, it is anticipated that there will be 24 vehicles turning right at this location with 81 vehicles going through. In the afternoon, 8 vehicles are expected to turn right with 176 travelling through. It is noted that a 100' minimum internal protected stem should be provided at this driveway.

Multi-modal and Streetscape Enhancements:

These were not included in the TIA. Any enhancements required by Orange County will be coordinated with NCDOT.

An updated traffic analysis has been performed and is included in the attachments.

Reference: Research Triangle Logistics Park TIA Supplement

Regards,

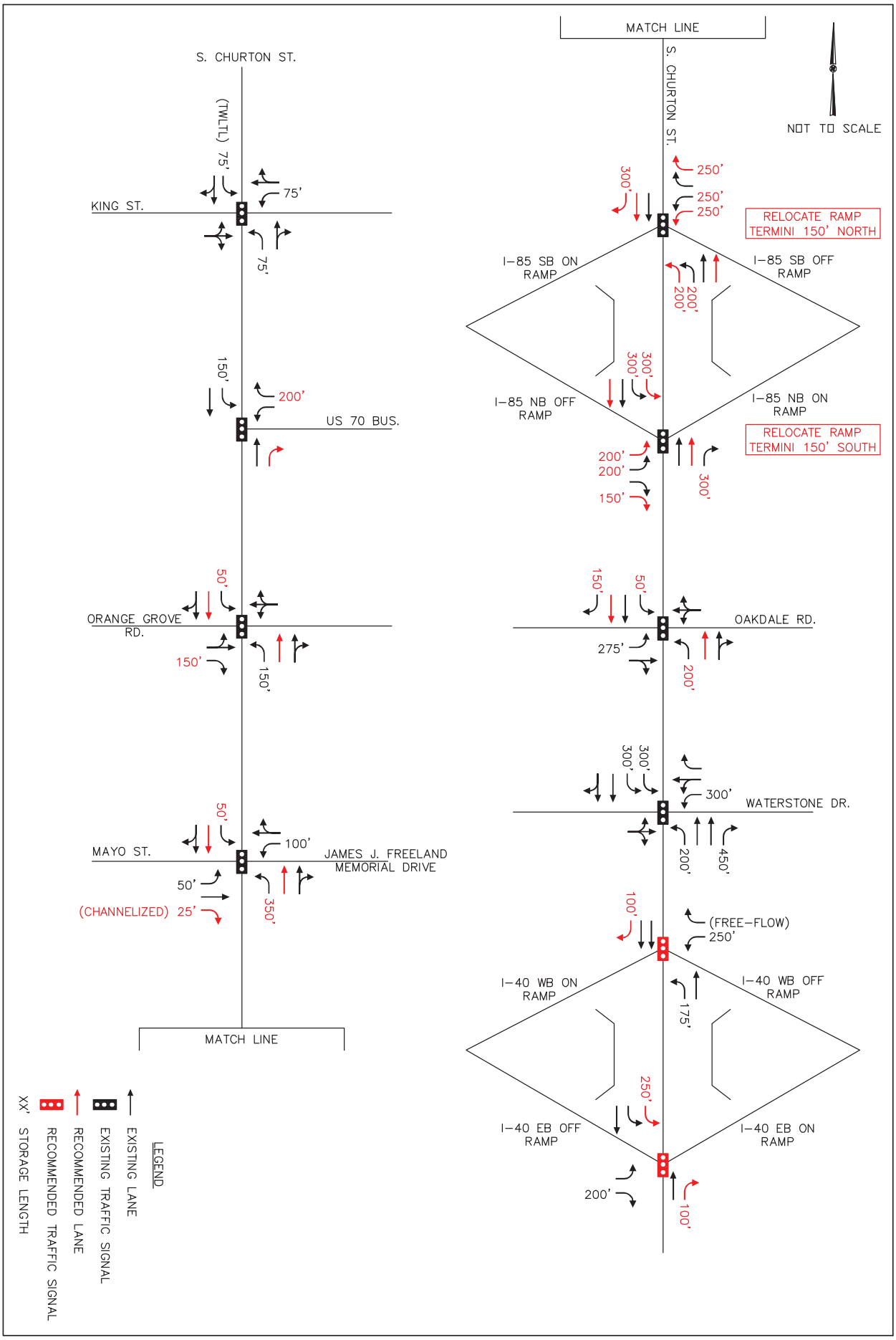
Stantec Consulting Services, Inc.

Matt Peach, PE, PTOE
Senior Transportation Engineer
Phone: 919-865-7375
Matt.Peach@Stantec.com

Attachement:
1. Improvements Figure from U-5845,
2. U-5845 Public Hearing Map,
3. Improvements Figure From I-3306A,
4. I-3306 A Public Hearing Map,
5. Signal Warrants Section from Settler's Pointe TIA,
6. Revised Site Trip Distribution as result of Revised Access,
7. Revised Site Trips as a result of Revised Access,
8. Revised Recommended Improvements
9. Synchro Reports
10. Revised LOS Summary Table

Stantec Consulting Services Inc.
801 Jones Franklin Road, Suite 300
Raleigh, North Carolina 27606-3563

Attachment 1: Improvements Figure from U-5845



Kimley»Horn	U-5845 (S. CHURTON STREET WIDENING)	BUILD WITHOUT ORANGE GROVE ROAD EXTENSION RECOMMENDED ROADWAY LANEAGE	FIGURE ES-1

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

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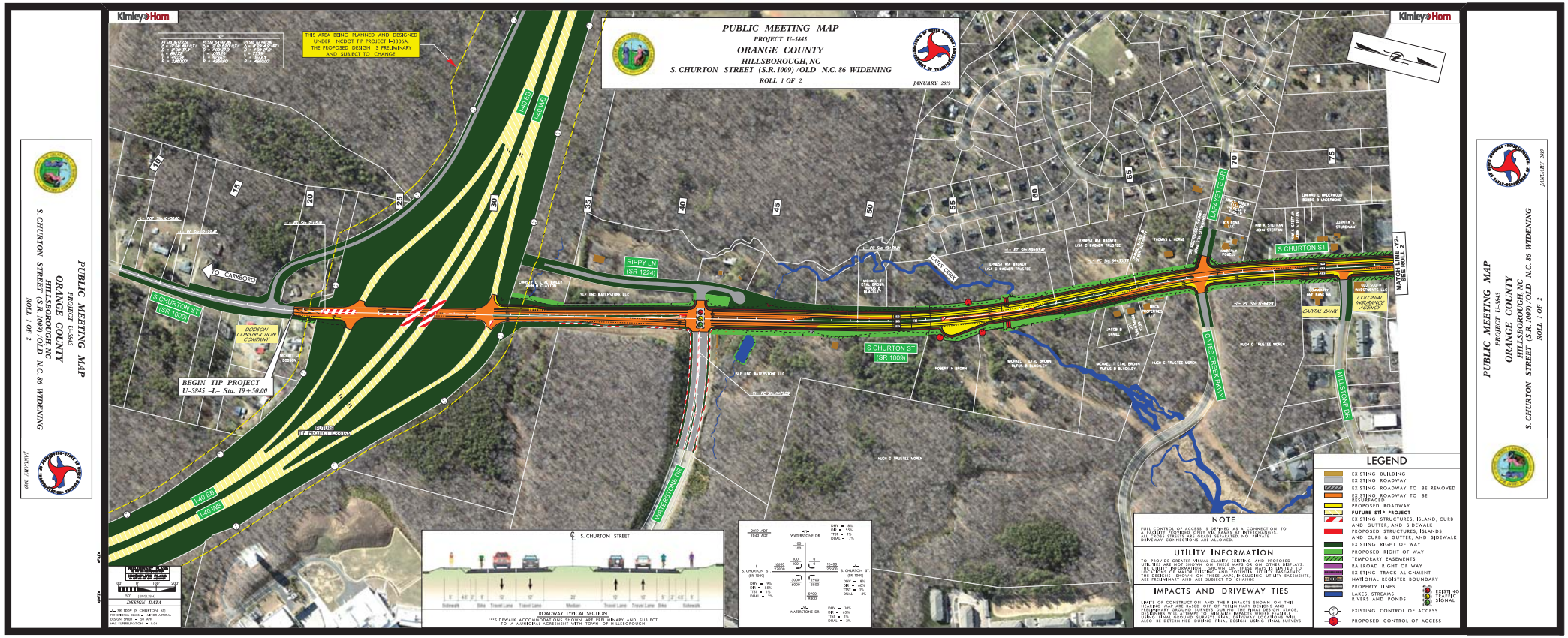
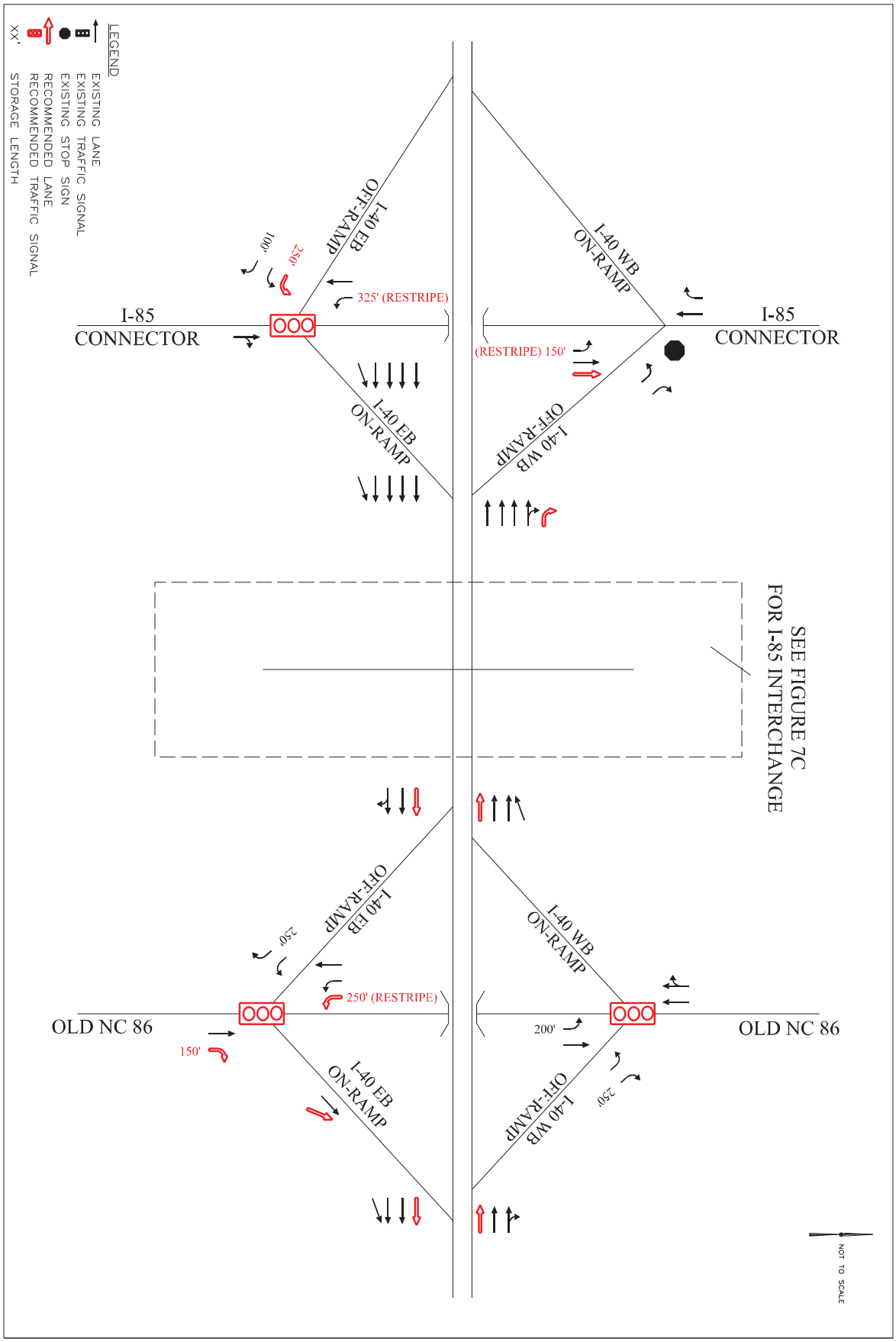
801 Jones Franklin Road, Suite 300
Raleigh, North Carolina 27606-3563

Attachment 2: U-5845 Public Hearing Map


PUBLIC MEETING MAP
PROJECT U-5845
ORANGE COUNTY
HILLSBOROUGH, NC
S. CHURTON STREET (S.R. 1009) /OLD N.C. 86 WIDENING
ROLL 1 OF 2
JANUARY 2019
Kimley»Horn
THIS AREA BEING PLANNED AND DESIGNED UNDER NCDOT TIP PROJECT R-5300A. THE PROPOSED DESIGN IS PRELIMINARY AND SUBJECT TO CHANGE
BEGIN TIP PROJECT U-5845 -L- Sta. 19+50.00
TO CARRBORO
S CHURTON ST (SR 1009)
RIPPY LN (SR 1224)
LAFAYETTE DR
GATES CREEK PKWY
MILLSTONE DR
WATERSTONE DR
GATES CREEK
I-40 EB
I-40 WB
DODSON CONSTRUCTION COMPANY
CAPITAL BANK
COLONIAL INSURANCE AGENCY
MATCH LINE 2-2
S. CHURTON STREET
ROADWAY TYPICAL SECTION
***SIDEWALK ACCOMMODATIONS SHOWN ARE PRELIMINARY AND SUBJECT TO A MUNICIPAL AGREEMENT WITH TOWN OF HILLSBOROUGH
NOTE
FULL CONTROL OF ACCESS IS DEFINED AS A CONNECTION TO A FACILITY PROVIDED WITH GRADE SEPARATIONS AT INTERCHANGES. INTERSECTIONS AT GRADE SEPARATED DO NOT PRIVATE DRIVEWAY CONNECTIONS ARE ALLOWED
UTILITY INFORMATION
TO PROVIDE GREATER VISUAL CLARITY, EXISTING AND PROPOSED UTILITIES ARE NOT SHOWN ON THESE MAPS OR ON OTHER DISPLAYS. THE DESIGNER SHOWN ON THESE MAPS, INCLUDING UTILITY EASEMENTS, ARE PRELIMINARY AND ARE SUBJECT TO CHANGE
IMPACTS AND DRIVEWAY TIES
LIMITS OF CONSTRUCTION AND THEIR IMPACTS SHOWN ON THIS PRELIMINARY MAP ARE BASED ON PRELIMINARY DESIGN. THE PRELIMINARY DESIGN IS BEING DEVELOPED TO MINIMIZE IMPACTS TO THE NATURAL ENVIRONMENT. DESIGNERS WILL ATTEMPT TO MINIMIZE IMPACTS WHERE FEASIBLE. DURING FINAL GROUND SURVEYS FINAL DRIVEWAY LOCATIONS WILL ALSO BE DETERMINED DURING FINAL DESIGN USING FINAL SURVEYS.
LEGEND
EXISTING BUILDING
EXISTING ROADWAY
EXISTING ROADWAY TO BE REMOVED
EXISTING ROADWAY TO BE RESURFACED
PROPOSED ROADWAY
FUTURE STIP PROJECT
EXISTING STRUCTURES, ISLAND, CURB AND GUTTER, AND SIDEWALK
PROPOSED STRUCTURES, ISLANDS, AND CURB & GUTTER, AND SIDEWALK
EXISTING RIGHT OF WAY
PROPOSED RIGHT OF WAY
TEMPORARY EASEMENTS
RAILROAD RIGHT OF WAY
EXISTING TRACK ALIGNMENT
NATIONAL REGISTER BOUNDARY
PROPERTY LINES
LAKES, STREAMS, RIVERS AND PONDS
EXISTING TRAFFIC SIGNAL
EXISTING CONTROL OF ACCESS
PROPOSED CONTROL OF ACCESS
DESIGN DATA
S.R. 1009 (S. CHURTON ST)
CONSTRUCTED: 4 LANE DIVIDED ARTERIAL
DESIGN SPEED = 45 MPH
NO SUPERELEVATION = 0.00

Stantec Consulting Services Inc.
801 Jones Franklin Road, Suite 300
Raleigh, North Carolina 27606-3563

Attachment 3: Improvements Figure from I-3306A



Kimley-Horn and Associates, Inc.

I-3306: I-40 WIDENING
ORANGE COUNTY, NC
TRAFFIC CAPACITY ANALYSIS

RECOMMENDED ROADWAY LANEAGE
(1 OF 4)

FIGURE
7A

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

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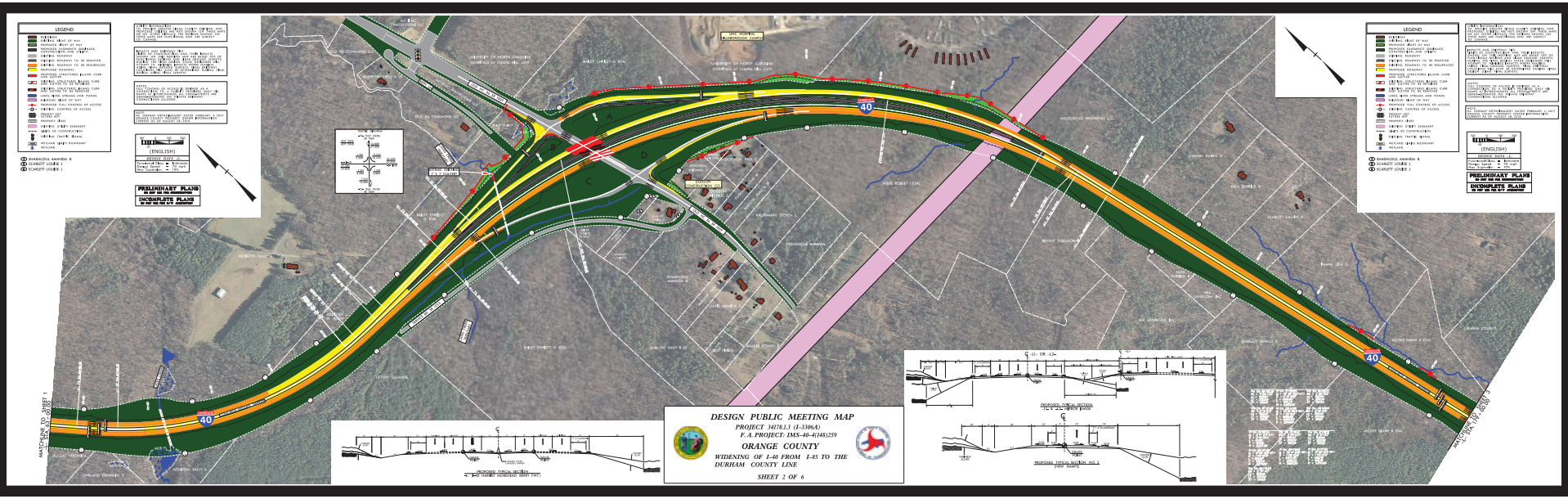
Attachment 4: I-3306A Public Hearing Map


DESIGN PUBLIC MEETING MAP
PROJECT 34178.1.3 (I-3306A)
F.A. PROJECT: IMS-40-4(148)259
ORANGE COUNTY
WIDENING OF I-40 FROM I-85 TO THE DURHAM COUNTY LINE
SHEET 2 OF 6
LEGEND
PRELIMINARY PLANS
INCOMPLETE PLANS
MATCHLINE TO SHEET 1
MATCHLINE TO SHEET 3
I-40
I-85

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Attachment 5: Signal Warrants Section from Settler's Pointe TIA

6.0 SIGNAL WARRANT ANALYSIS

As outlined in the Manual of Uniform Traffic Control Devices (MUTCD), a traffic signal should not be installed unless traffic volumes and intersection characteristics meet a set of warrants or requirements. The MUTCD outlines nine warrants, which are listed below.

Warrant 1: Eight-Hour Traffic Volume
Warrant 2: Four-Hour Traffic Volume
Warrant 3: Peak Hour
Warrant 4: Pedestrian Volume
Warrant 5: School Crossing
Warrant 6: Coordinated Signal System
Warrant 7: Crash Experience
Warrant 8: Roadway Network
Warrant 9: Intersection Near Roadway Grade Crossing

An analysis was conducted at two major intersections north of the Settler's Pointe development as part of the 2020 Build Analysis:

- I-40 Westbound Ramps and Old NC 86
- I-40 Eastbound Ramps and Old NC 86

For both intersections, thirteen-hour (6 AM to 7 PM) traffic counts were completed on October 18, 2016. Using Highway Capacity Software (HCS) with 2016 existing traffic conditions, the intersection of Old NC 86 at I-40 Westbound Ramps meets the following signal warrants:

- Warrant 1: Eight-Hour Vehicular Volume
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3B: Peak Hour (Peak-Hour Vehicular Volumes)
- Warrant 6: Coordinated Signal System

Additionally, the I-40 Eastbound Ramps meet Warrant 3B: Peak Hour (Peak-Hour Vehicular Volumes), and Warrant 6 (Coordinated Signal System) under the 2016 existing traffic conditions.

Traffic volumes were then grown out to 2020 with a 1% annual growth rate and the adjacent development volumes were added to the AM and PM peak hours. The following signal warrants were met at both intersections in 2020 and should be considered for signalization based on projected adjacent development traffic:

- Warrant 1B: Eight-Hour Vehicular Volume (Interruption in Continuous Traffic)
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3B: Peak Hour (Peak-Hour Vehicular Volumes)
- Warrant 6: Coordinated Signal System

Also, an analysis was conducted at the Service Road intersection at Old NC 86 for the 2020 Build Analysis; however, since trip generation practices only provide peak hour turn movements, the only data available for a warrant analysis was for AM and PM peak hours. For this intersection, the 2020 Build volumes generated by the proposed site were utilized for the AM and PM peak hour traffic. Data was not formally collected at this intersection with the other study intersections, but the turn counts collected at the nearby I-40 eastbound ramps were provided via a video recording, and a review of the video indicated that there were no peak hour turn movements in or out of the Service Road. The Service Road provides public street access to tracts of land that are presently vacant, so this is a reasonable conclusion.

Using HCS with 2020 projected traffic conditions, the intersection of Old NC 86 at the Service Road met the following signal warrants:

- Warrant 3B: Peak Hour (Peak-Hour Vehicular Volumes)
- Warrant 6: Coordinated Signal System

In similar fashion, the 2022 Build volumes generated by the proposed site were utilized for the AM and PM peak hour traffic for the following intersections:

- Old NC 86 and proposed Retail Drive
- Old NC 86 and Davis Road

Peak hour (AM and PM) turn movement count data was collected for the Davis Road and Old NC 86 intersection on the same day as the other study intersections, October 18, 2016. The existing turn movement counts were then grown out to 2022 using a 1% annual growth rate, and the proposed trips generated by the residential retirement driveway connection to the existing intersection added to form the basis for the AM and PM count data. For the proposed retail driveway, the projected volumes for the through movements represent the 2022 background traffic, plus the trips generated by the site itself. Similar to the scenario with the Service Road, the only data used for the warrant analysis at the Retail Drive intersection and Davis Road intersection warrant analysis was the peak hour turn movement counts.

Using HCS with 2022 projected traffic conditions, the intersection of Old NC 86 at the Retail Drive met the following signal warrants:

- Warrant 3B: Peak Hour (Peak-Hour Vehicular Volumes)
- Warrant 6: Coordinated Signal System

Additionally, the intersection of Old NC 86 at Davis Road met the following signal warrant:

- Warrant 3B: Peak Hour (Peak-Hour Vehicular Volumes)

HCS reports for the signal warrant analysis are located in **Appendix D**.

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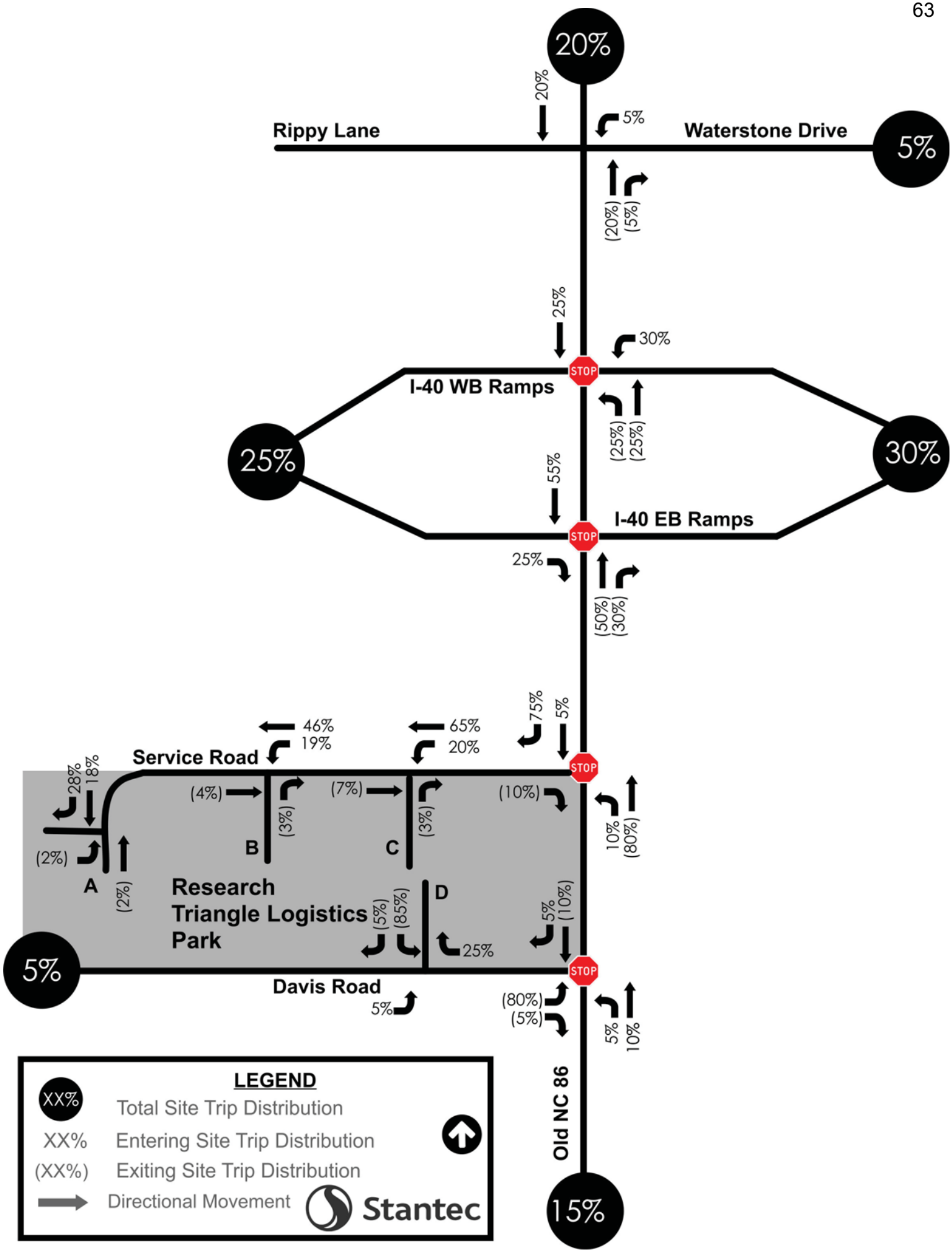
Attachment 6: Revised Site Trip Distribution as result of Revised Access


20%
20%
5%
Rippy Lane
Waterstone Drive
5%
(20%)
(5%)
25%
30%
STOP
I-40 WB Ramps
(25%)
(25%)
25%
30%
55%
I-40 EB Ramps
STOP
25%
(50%)
(30%)
75%
5%
46%
19%
65%
20%
Service Road
STOP
28%
18%
(4%)
(3%)
(7%)
(3%)
(10%)
10%
(80%)
(2%)
B
C
A
(2%)
Research
Triangle Logistics
Park
D
(5%)
(85%)
25%
5%
(10%)
5%
STOP
Davis Road
5%
(80%)
(5%)
5%
10%
LEGEND
XX%
Total Site Trip Distribution
XX%
Entering Site Trip Distribution
(XX%)
Exiting Site Trip Distribution
Directional Movement
Stantec
Old NC 86
15%

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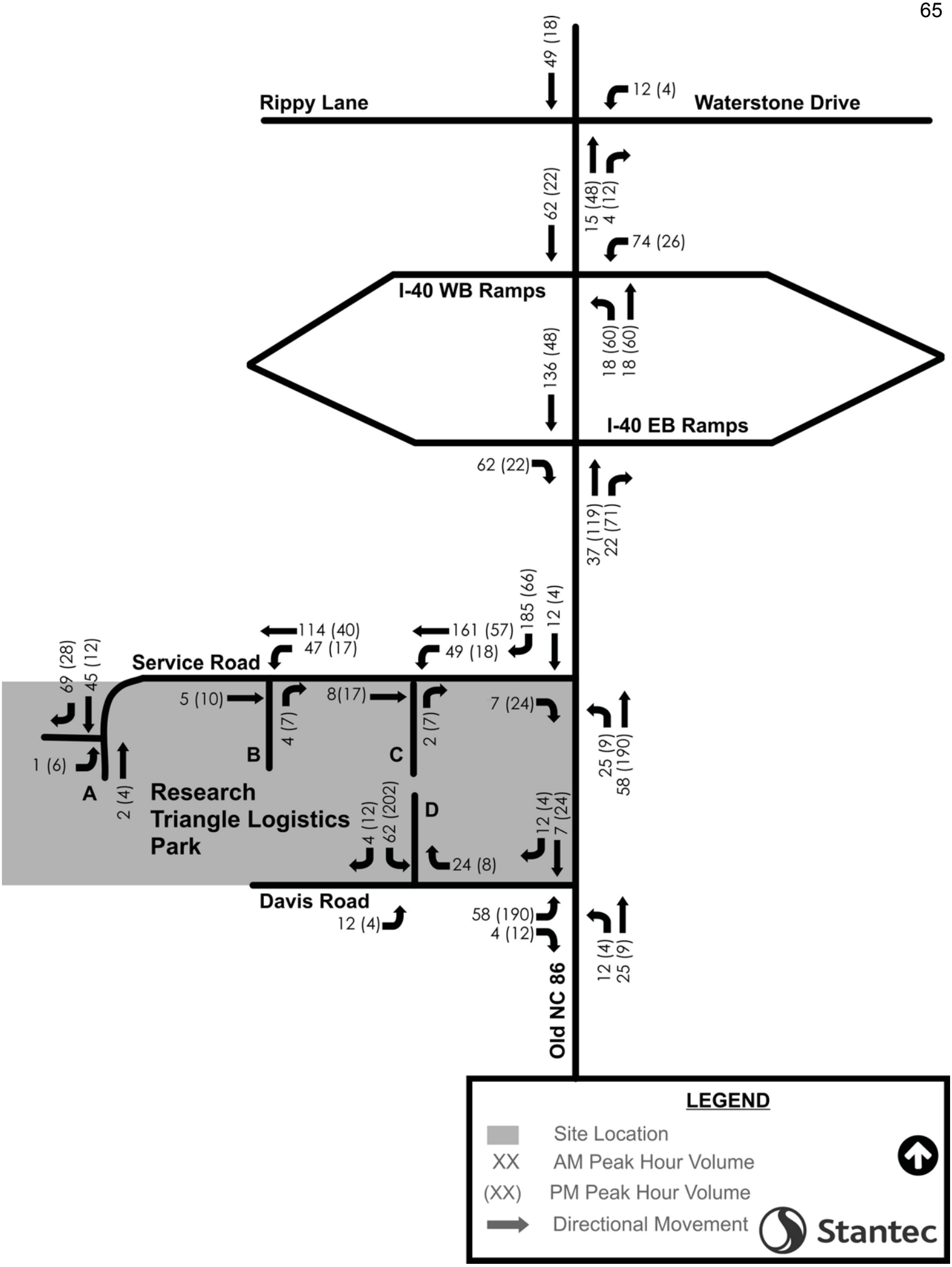
Attachment 7: Revised Site Trips as a result of Revised Access


Rippy Lane
Waterstone Drive
49 (18)
12 (4)
62 (22)
15 (48)
4 (12)
74 (26)
I-40 WB Ramps
136 (48)
18 (60)
18 (60)
I-40 EB Ramps
62 (22)
37 (119)
22 (71)
185 (66)
12 (4)
114 (40)
47 (17)
161 (57)
49 (18)
Service Road
69 (28)
45 (12)
5 (10)
4 (7)
8(17)
2 (7)
7 (24)
25 (9)
58 (190)
1 (6)
A
2 (4)
B
C
Research
Triangle Logistics
Park
4 (12)
62 (202)
D
24 (8)
12 (4)
7 (24)
Davis Road
12 (4)
58 (190)
4 (12)
12 (4)
25 (9)
Old NC 86
LEGEND
Site Location
XX AM Peak Hour Volume
(XX) PM Peak Hour Volume
Directional Movement
Stantec

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Attachment 8: Revised Recommended Improvements

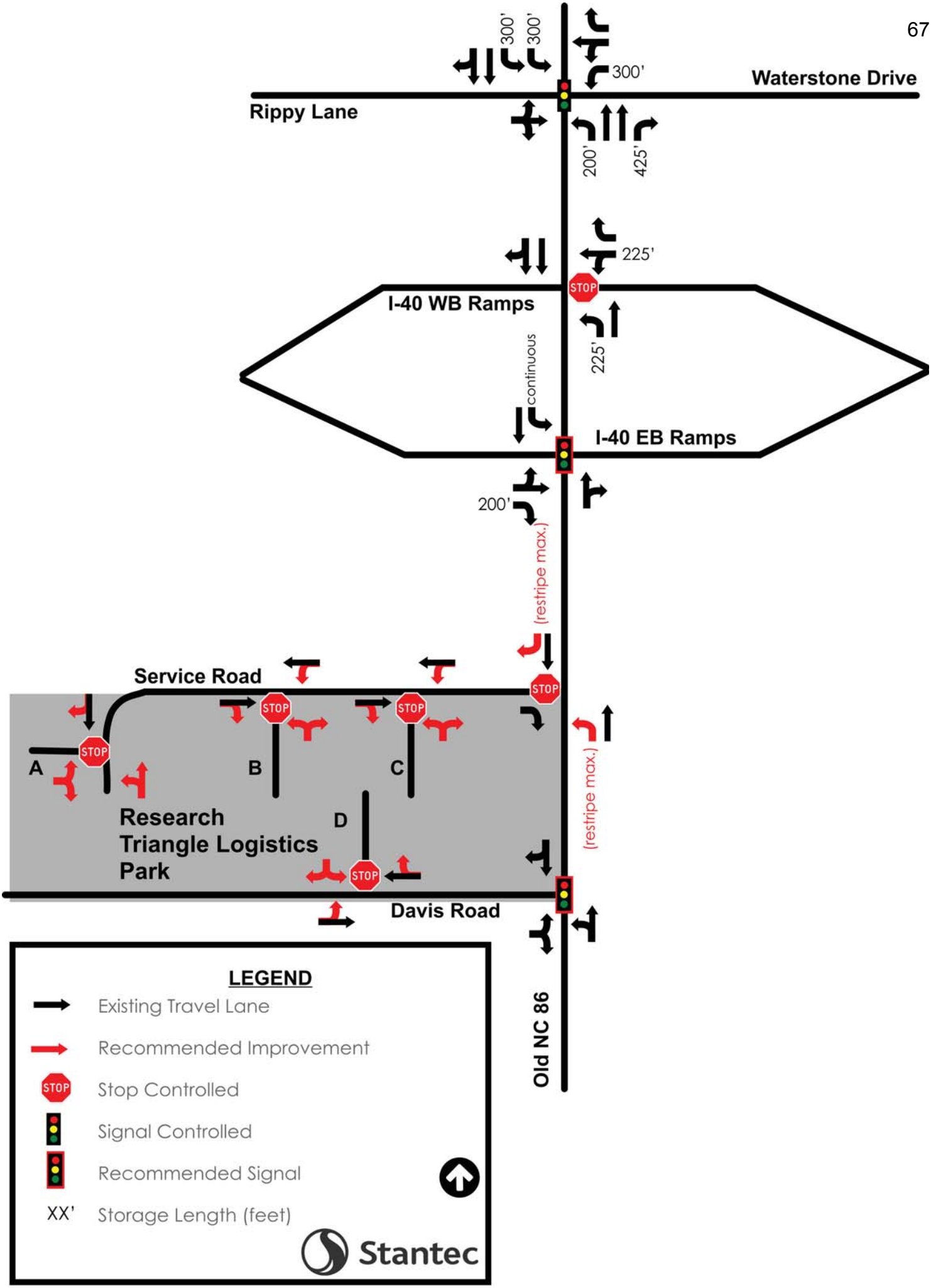

Figure is Not To Scale

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Attachment 9: Synchro Reports

HCM 6th TWSC
110: Old NC 86 & I-40 WB Ramp

08/05/2020

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	93	4	470	93	517	0	0	915	95
Future Vol, veh/h	0	0	0	93	4	470	93	517	0	0	915	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	225	-	0	225	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	103	4	522	103	574	0	0	1017	106

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1289	1903	-	1123	0	-	-	-	0
Stage 1	780	780	-	-	-	-	-	-	-
Stage 2	509	1123	-	-	-	-	-	-	-
Critical Hdwy	6.63	6.53	-	4.13	-	-	-	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	-	2.219	-	-	-	-	-
Pot Cap-1 Maneuver	168	68	0	620	-	0	0	-	-
Stage 1	451	405	0	-	-	0	0	-	-
Stage 2	569	280	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	140	0	-	620	-	-	-	-	-
Mov Cap-2 Maneuver	140	0	-	-	-	-	-	-	-
Stage 1	376	0	-	-	-	-	-	-	-
Stage 2	569	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	86.6	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	620	-	140	-	-	-
HCM Lane V/C Ratio	0.167	-	0.77	-	-	-
HCM Control Delay (s)	12	-	86.6	0	-	-
HCM Lane LOS	B	-	F	A	-	-
HCM 95th %tile Q(veh)	0.6	-	4.7	-	-	-

Lanes, Volumes, Timings
120: Old NC 86 & I-40 EB Ramp

08/05/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	4	153	0	0	0	0	453	99	631	377	0
Future Volume (vph)	157	4	153	0	0	0	0	453	99	631	377	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.976				
Flt Protected		0.953								0.950		
Satd. Flow (prot)	0	1775	1583	0	0	0	0	1818	0	1770	1863	0
Flt Permitted		0.953								0.950		
Satd. Flow (perm)	0	1775	1583	0	0	0	0	1818	0	1770	1863	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		1173			557			452			723	
Travel Time (s)		14.5			6.9			6.8			11.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	174	4	170	0	0	0	0	503	110	701	419	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	170	0	0	0	0	613	0	701	419	0
Enter Blocked Intersection	No	No	No	No	No	No	No	Yes	No	No	Yes	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									

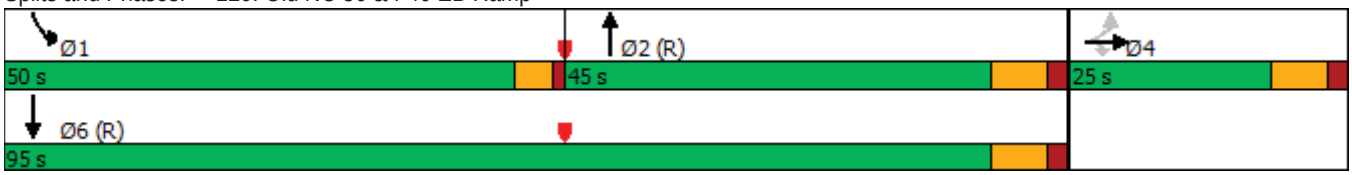
Lanes, Volumes, Timings
120: Old NC 86 & I-40 EB Ramp

08/05/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					12.0		7.0	12.0	
Minimum Split (s)	25.0	25.0	25.0					25.0		11.5	25.0	
Total Split (s)	25.0	25.0	25.0					45.0		50.0	95.0	
Total Split (%)	20.8%	20.8%	20.8%					37.5%		41.7%	79.2%	
Maximum Green (s)	18.0	18.0	18.0					38.0		45.5	88.0	
Yellow Time (s)	5.0	5.0	5.0					5.0		3.5	5.0	
All-Red Time (s)	2.0	2.0	2.0					2.0		1.0	2.0	
Lost Time Adjust (s)		-2.0	-2.0					-2.0		-2.0	-2.0	
Total Lost Time (s)		5.0	5.0					5.0		2.5	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Min		None	C-Min	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		18.1	18.1					40.0		49.4	91.9	
Actuated g/C Ratio		0.15	0.15					0.33		0.41	0.77	
v/c Ratio		0.67	0.71					1.01		0.96	0.29	
Control Delay		60.5	65.2					76.7		57.7	3.7	
Queue Delay		0.0	0.0					0.0		0.0	0.0	
Total Delay		60.5	65.2					76.7		57.7	3.7	
LOS		E	E					E		E	A	
Approach Delay		62.7						76.7			37.5	
Approach LOS		E						E			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 53.3	Intersection LOS: D
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 120: Old NC 86 & I-40 EB Ramp



HCM 6th TWSC
130: Old NC 86 & Service Road

08/05/2020

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	29	552	340	189
Future Vol, veh/h	0	11	29	552	340	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	50	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	32	613	378	210

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	378	588	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	669	987	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	669	987	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	987	-	669	-	-
HCM Lane V/C Ratio	0.033	-	0.018	-	-
HCM Control Delay (s)	8.8	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Lanes, Volumes, Timings
140: Old NC 86 & Davis Road

08/05/2020

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	219	23	40	362	287	65
Future Volume (vph)	219	23	40	362	287	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987				0.975	
Flt Protected	0.957			0.995		
Satd. Flow (prot)	1759	0	0	1853	1816	0
Flt Permitted	0.957			0.935		
Satd. Flow (perm)	1759	0	0	1742	1816	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	1029			1406	754	
Travel Time (s)	15.6			21.3	11.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	243	26	44	402	319	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	269	0	0	446	391	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	7.0		12.0	12.0	12.0	

Lanes, Volumes, Timings
140: Old NC 86 & Davis Road

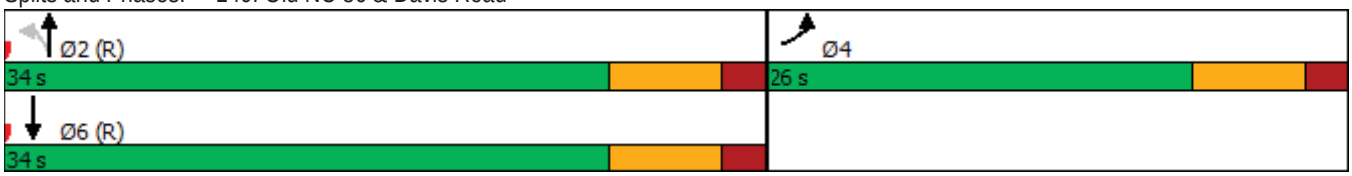
08/05/2020

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	25.0		25.0	25.0	25.0	
Total Split (s)	26.0		34.0	34.0	34.0	
Total Split (%)	43.3%		56.7%	56.7%	56.7%	
Maximum Green (s)	19.0		27.0	27.0	27.0	
Yellow Time (s)	5.0		5.0	5.0	5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0			-2.0	-2.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		C-Min	C-Min	C-Min	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	16.2			33.8	33.8	
Actuated g/C Ratio	0.27			0.56	0.56	
v/c Ratio	0.57			0.45	0.38	
Control Delay	23.1			10.6	8.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	23.1			10.6	8.3	
LOS	C			B	A	
Approach Delay	23.1			10.6	8.3	
Approach LOS	C			B	A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 12.8 Intersection LOS: B
Intersection Capacity Utilization 66.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 140: Old NC 86 & Davis Road



Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	176	81	24	66	4
Future Vol, veh/h	12	176	81	24	66	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	196	90	27	73	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	117	0	-	0	326	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1471	-	-	-	668	951
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1471	-	-	-	661	951
Mov Cap-2 Maneuver	-	-	-	-	661	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1471	-	-	-	673
HCM Lane V/C Ratio	0.009	-	-	-	0.116
HCM Control Delay (s)	7.5	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

HCM 6th TWSC
110: Old NC 86 & I-40 WB Ramp

08/05/2020

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	70	4	580	144	500	0	0	868	159
Future Vol, veh/h	0	0	0	70	4	580	144	500	0	0	868	159
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	225	-	0	225	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	78	4	644	160	556	0	0	964	177

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1358	2017	-	1141	0	-	-	-	0
Stage 1	876	876	-	-	-	-	-	-	-
Stage 2	482	1141	-	-	-	-	-	-	-
Critical Hdwy	6.63	6.53	-	4.13	-	-	-	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.83	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	-	2.219	-	-	-	-	-
Pot Cap-1 Maneuver	152	58	0	610	-	0	0	-	-
Stage 1	406	366	0	-	-	0	0	-	-
Stage 2	588	275	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	112	0	-	610	-	-	-	-	-
Mov Cap-2 Maneuver	112	0	-	-	-	-	-	-	-
Stage 1	300	0	-	-	-	-	-	-	-
Stage 2	588	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	96.5	2.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	610	-	112	-	-	-
HCM Lane V/C Ratio	0.262	-	0.734	-	-	-
HCM Control Delay (s)	13	-	96.5	0	-	-
HCM Lane LOS	B	-	F	A	-	-
HCM 95th %tile Q(veh)	1	-	4	-	-	-

Lanes, Volumes, Timings
120: Old NC 86 & I-40 EB Ramp

08/05/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	4	66	0	0	0	0	522	92	511	426	0
Future Volume (vph)	121	4	66	0	0	0	0	522	92	511	426	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.980				
Flt Protected		0.954								0.950		
Satd. Flow (prot)	0	1777	1583	0	0	0	0	1825	0	1770	1863	0
Flt Permitted		0.954								0.950		
Satd. Flow (perm)	0	1777	1583	0	0	0	0	1825	0	1770	1863	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		1173			557			452			723	
Travel Time (s)		14.5			6.9			6.8			11.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	134	4	73	0	0	0	0	580	102	568	473	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	138	73	0	0	0	0	682	0	568	473	0
Enter Blocked Intersection	No	No	No	No	No	No	No	Yes	No	No	Yes	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									

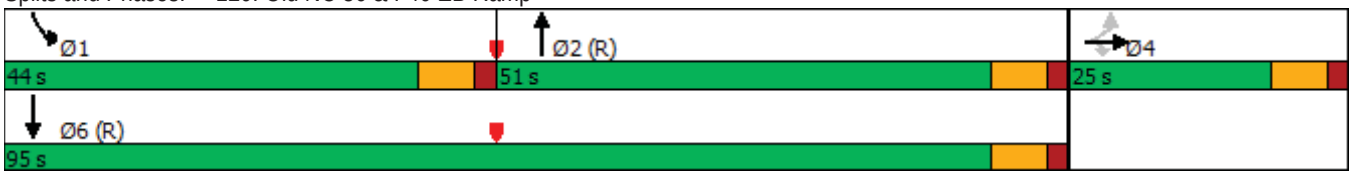
Lanes, Volumes, Timings
120: Old NC 86 & I-40 EB Ramp

08/05/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					12.0		7.0	12.0	
Minimum Split (s)	25.0	25.0	25.0					25.0		14.0	25.0	
Total Split (s)	25.0	25.0	25.0					51.0		44.0	95.0	
Total Split (%)	20.8%	20.8%	20.8%					42.5%		36.7%	79.2%	
Maximum Green (s)	18.0	18.0	18.0					44.0		37.0	88.0	
Yellow Time (s)	5.0	5.0	5.0					5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0	-2.0					-2.0		-2.0	-2.0	
Total Lost Time (s)		5.0	5.0					5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Min		None	C-Min	
Walk Time (s)	7.0	7.0	7.0					7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0					0			0	
Act Effct Green (s)		16.2	16.2					47.0		41.9	93.8	
Actuated g/C Ratio		0.14	0.14					0.39		0.35	0.78	
v/c Ratio		0.58	0.34					0.96		0.92	0.32	
Control Delay		58.0	50.5					58.0		59.2	5.6	
Queue Delay		0.0	0.0					0.0		0.0	0.0	
Total Delay		58.0	50.5					58.0		59.2	5.6	
LOS		E	D					E		E	A	
Approach Delay		55.4						58.0			34.8	
Approach LOS		E						E			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 45.2	Intersection LOS: D
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 120: Old NC 86 & I-40 EB Ramp



HCM 6th TWSC
130: Old NC 86 & Service Road

08/05/2020

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	13	614	423	70
Future Vol, veh/h	0	28	13	614	423	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	50	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	31	14	682	470	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	470	548	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	594	1021	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	594	1021	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1021	-	594	-	-
HCM Lane V/C Ratio	0.014	-	0.052	-	-
HCM Control Delay (s)	8.6	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lanes, Volumes, Timings
140: Old NC 86 & Davis Road

08/05/2020

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	261	39	45	367	312	139
Future Volume (vph)	261	39	45	367	312	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.959	
Flt Protected	0.958			0.995		
Satd. Flow (prot)	1754	0	0	1853	1786	0
Flt Permitted	0.958			0.911		
Satd. Flow (perm)	1754	0	0	1697	1786	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	1029			1406	754	
Travel Time (s)	15.6			21.3	11.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	290	43	50	408	347	154
Shared Lane Traffic (%)						
Lane Group Flow (vph)	333	0	0	458	501	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	7.0		12.0	12.0	12.0	

Lanes, Volumes, Timings
140: Old NC 86 & Davis Road

08/05/2020

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	25.0		25.0	25.0	25.0	
Total Split (s)	25.0		35.0	35.0	35.0	
Total Split (%)	41.7%		58.3%	58.3%	58.3%	
Maximum Green (s)	18.0		28.0	28.0	28.0	
Yellow Time (s)	5.0		5.0	5.0	5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0			-2.0	-2.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		C-Min	C-Min	C-Min	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	17.5			32.5	32.5	
Actuated g/C Ratio	0.29			0.54	0.54	
v/c Ratio	0.65			0.50	0.52	
Control Delay	24.6			11.8	15.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	24.6			11.8	15.3	
LOS	C			B	B	
Approach Delay	24.6			11.8	15.3	
Approach LOS	C			B	B	

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 52 (87%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 140: Old NC 86 & Davis Road

HCM 6th TWSC
180: Davis Road & Warehouse D Dvwy.

08/05/2020

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	94	176	8	206	12
Future Vol, veh/h	4	94	176	8	206	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	104	196	9	229	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	205	0	-	0	313	201
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1366	-	-	-	680	840
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1366	-	-	-	678	840
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1366	-	-	-	685
HCM Lane V/C Ratio	0.003	-	-	-	0.354
HCM Control Delay (s)	7.6	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.6

Stantec Consulting Services Inc.
801 Jones Franklin Road, Suite 300
Raleigh, North Carolina 27606-3563

Attachment 10: Revised LOS Summary Table

Table ES-1: Level of Service & Delay Summary for Revised Access Scenario

Intersection	Approach	Existing Intersection Control	Proposed Intersection Control	2020 Existing		2023 No-Build		2023 Build		2023 Build-Improved	
				AM Peak LOS (Delay in sec./veh.)	PM Peak LOS (Delay in sec./veh.)	AM Peak LOS (Delay in sec./veh.)	PM Peak LOS (Delay in sec./veh.)	AM Peak LOS (Delay in sec./veh.)	PM Peak LOS (Delay in sec./veh.)	AM Peak LOS (Delay in sec./veh.)	PM Peak LOS (Delay in sec./veh.)
Old NC 86 at I-40 WB Ramps	**Overall Intersection**	One-Way Stop Controlled	Signalized	**A (1.0)**	**A (1.6)**	**A (1.0)**	**A (1.7)**	**A (5.5)**	**A (5.2)**		
	WB Approach			C (21.9)	C (22.0)	D (30.2)	D (34.3)	F (86.6)	F (96.5)		
	NB Left-Turn			A (9.9)	A (9.9)	B (11.3)	B (11.8)	B (12.0)	B (13.0)		
	SB Approach			A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)		
Old NC 86 at I-40 EB Ramps	**Overall Intersection**	One-Way Stop Controlled	Signalized	**F (51.2)**	**A (7.0)**	**F (###)**	**F (158.3)**	**F (###)**	**F (268.2)**	**D (53.3)**	**D (45.2)**
	EB Approach			F (###)	F (54.6)	F (###)	F (###)	F (###)	F (###)	E (62.7)	E (55.4)
	NB Approach			A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	E (76.7)	E (58.0)
	SB Left-Turn (unsignalizid) SB Approach (Signalized)			B (12.1)	A (9.8)	C (15.9)	B (3.1)	C (17.9)	C (15.3)	D (37.5)	C (34.8)
Old NC 86 at Service Road	**Overall Intersection**	One-Way Stop Controlled	One-Way Stop Controlled	**A (0.2)**	**A (0.2)**	**A (0.2)**	**A (0.2)**	**A (1.6)**	**A (7.5)**	**A (0.3)**	**A (0.4)**
	EB Approach			B (13.1)	B (13.5)	B (13.8)	B (14.4)	D (25.2)	E (48.5)	B (10.4)	B (11.2)
	NB Left-Turn			A (8.0)	A (8.2)	A (8.0)	A (8.3)	A (8.8)	A (8.6)	A (8.8)	A (8.6)
Old NC 86 at Davis Road	**Overall Intersection**	One-Way Stop Controlled	Signalized	**A (4.8)**	**A (2.3)**	**A (5.2)**	**A (2.4)**	**A (7.2)**	**A (4.6)**	**B (12.8)**	**B (16.5)**
	EB Approach			C (21.1)	C (17.2)	C (24.8)	C (19.4)	D (34.7)	D (28.5)	C (23.1)	C (24.6)
	NB Left-Turn (unsignalized) NB Approach (Signalized)			A (8.0)	A (8.3)	A (8.1)	A (8.4)	A (8.3)	A (8.6)	B (10.6)	B (11.8)
	SB Approach			A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (8.3)	B (15.3)
Davis Road at Warehouse D Driveway	**Overall Intersection**		One-Way Stop Controlled							**A (2.4)**	**A (5.8)**
	EB Approach									A (0.5)	A (0.3)
	SB Approach									B (11.0)	B (13.1)

###: Delay exceeds 300 seconds / vehicle

Attachment 3

PLANNING & INSPECTIONS DEPARTMENT
Craig N. Benedict, AICP, Director

Administration
(919) 245-2575
(919) 644-3002 (FAX)
www.orangecountync.gov

ORANGE COUNTY
NORTH CAROLINA

131 W. Margaret Lane
Suite 201
P. O. Box 8181
Hillsborough, NC 27278

MEMORANDUM

TO:	Craig Benedict, Orange County Planning Director Michael Harvey, Current Planning Supervisor
FROM:	Nishith Trivedi, Orange County Transportation Planner
CC:	Tom Altieri, Comprehensive Planning Supervisor Tom Ten Eyck, Transportation/Land Use Planner II
DATE:	August 11, 2020
SUBJECT:	Future Davis Road and Old NC-86 due to development
Attachment:	Staff Assessment

This memorandum is to provide an update on Davis Road and Old NC-86 as potential planned developments continue to 2045.

North Carolina Department of Transportation (NCDOT) maintains Davis Road (SR-1129) as part of their Secondary Road system. It is functionally classified as a local collector with a maximum capacity of approximately 9,000 (average annual daily traffic or AADT) or the maximum vehicles it can hold per day. When roads exceed this capacity, driver comfort deteriorates. NCDOT typically measures capacity based on the roads lane width, speed limit, functional classification, and other factors. NCDOT started monitoring traffic volume along this road in 1993 and reports a gradual traffic increase from 1,300 AADT in 2002 to 1,900 AADT in 2016.

Currently, Davis road is only being utilized at 21% of its full capacity based on 2016 traffic volume (e.g. 1,900 AADT volume / 9,000 AADT capacity). The proposed Research Triangle Logistic Part (RTLP) Traffic Impact Analysis (TIA) assumes a 1% growth rate (section 5.1) versus the 3.3% annual growth based on current trends. With an annual traffic increase of 3.3%, usage of Davis Road is growing. However, traffic on Davis Road will not reach anywhere near its 9,000 AADT capacity. Even if development of any kind does not occur in this area, traffic will continue increasing along Davis Road. Davis Road is not anywhere near capacity (even if the project was in place tomorrow), and Old NC 86 only exceeds capacity if all potential county developments were fully built at the same time.

The Orange County transportation network is part of the triangle area travel demand model, referred to here as Triangle Regional Model (TRM). It is adopted every 4 years as part of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Metropolitan Transportation Plan (MTP). The MTP is a fiscally-constrained plan that is federally required for all MPOs. TRM Version 6 (2045 MTP) was adopted in 2019. The TRM estimates future traffic volume on local and regional state-maintained roads brought on by development in accordance with local land use regulations. TRM capacities are conservative compared to state capacity standards, especially on local collectors.

The current adopted TRM provides an outlook on the future transportation network, taking into account:

- Population and employment projections to 2045 with the understanding Orange, Durham, Wake, Chatham and surrounding counties, including their member jurisdictions are fully developed and will reach 100% maximum growth based on current land use regulations
- All current and future federal and regionally funded transportation projects like I-40 and I-85 widened widening are completed
- All existing and committed road improvements projects are completed, including bike/pedestrian, transit, and rail projects are completed
- All future transportation projects from 2025 – 2045 as approved in the 2045 MTP are completed
- Data, analysis, alternative scenarios and results are checked by multiple sources including Triangle J Council of Government, University of North Carolina, DCHC MPO, and Capital Area Metropolitan Planning Organization (CAMPO).

NCDOT measures Level of Service (LOS) as "*the relationship of travel demand compared to the roadway capacity of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.*" TRM also provides future LOS. The TRM LOS is the adopted record. Consultants also use LOS to assess current and future travel conditions. LOS is synonymous to letter grades for road performance. NCDOT LOS standards state:

Level of Service A

Driver Comfort: High

Level of Service B

Driver Comfort: High

Level of Service C

Driver Comfort: Some Tension

Level of Service

Driver Comfort: Poor

Level of Service E

Driver Comfort: Extremely Poor

Level of Service F

Driver Comfort: The Lowest

LOS is measured by volume over total capacity, where LOS C = 1 and D > 1. Any LOS that is A, B or C is acceptable while LOS D, E and F indicate issues with the system.

According to the TRM, in 2045, traffic volume traveling along Davis Road is projected to increase to 3,496 vehicles per day, which is still only 39% of David Road's total capacity. According to the consultant's TIA from 2018, David Road saw 2,300 vehicles per day, or about 26% of the road's total capacity.

If Hillsborough and Orange County were to become fully developed, Davis Road would remain LOS C according to the analysis. The Traffic Impact Analysis (TIA), provided by the developer, assumes 5% of traffic will use Davis Road. By 2045, traffic on Davis Road will only increase to 3,004 average annual daily traffic, resulting in LOS of 0.33 (LOS A). Even if 100% of new traffic generated by the proposed development were to only use Davis Road, traffic volume would only increase to 7,197 (LOS 0.80) well below LOS C.

The same analysis was performed for Old NC-86 near the project area. Old NC-86 is a state-maintained route, classified as Minor Arterial with approximately a capacity of 11,800 vehicles per day (11' travel lanes, 45 mph speed limit).

The consultant's TIA assumes approximately 20% of traffic will use Old NC-86. By 2045, traffic on Old NC-86 will increase to 8,748 vehicles per day, resulting in LOS C (0.87). Should 100% of new traffic generated by proposed development only use Old NC-86 and not any other road, traffic volume would increase to 12,279 resulting in LOS D or worse. Staff is aware of various proposed developments along Old NC-86 including Shops at Lloyd Farm in Carrboro and the future Daniel Boone redevelopment and the potential, impact they could have on the County's transportation network.

Orange County Board of County Commissioners approved Old NC-86 for modernization on February 2019 as a County priority, and it is being submitted for the state's Strategic Prioritization of Transportation (SPOT) process through Triangle Area Rural Planning Organization (TARPO). Should NCDOT fund this improvement, it could increase capacity along this segment of the road to approximately 14,000, thereby reducing LOS to B or better, should future traffic increase to 12,279 in 2045 as projected.

A brief breakdown of the analysis is provided in the attached Staff Assessment. NCDOT Level of Service D standards can be found online here.

Feel free to contact staff with any questions.

Attachment 1
Staff Assessment

Based on the staff's capacity analysis, this development will not cause Davis Road to reach capacity. It is possible for Old NC-86 to reach capacity, but this would only occur if several other developments being considered by multiple jurisdictions in Orange County were to build out at the same time and no roadway improvements were provided along Old NC 86. Staff has reviewed the developer's TIA, NCDOT data and the Adopted Triangle Regional Model (TRM) as a basis for this conclusion.

All three resources have documented this area as:

NCDOT Road	TRM Future Traffic Volume	Functional Classification	NCDOT Road Characteristics (2nd quarter 2020)					Volume (AADT)		Total Capacity	LOS (Volume/ Capacity)	LOS (A-F)
			ROW	Speed Limit	Lane Width	Shoulder Width	Pavement Width	Total	Peak Hour			
Davis Road (SR-1129)	2025	Local Collector	60	45	10	1.5	20	1082	382	9036	0.12	A
	2035	Local Collector	60	45	10	1.5	20	2864	502	9036	0.32	A
	2045	Local Collector	60	45	10	1.5	20	3496	608	9036	0.39	A
Old NC-86 (SR-1009)	2025	Minor Arterial	60	45	11	1.5	22	7468	1468	10045	0.74	B
	2035	Minor Arterial	60	45	11	1.5	22	7461	1430	10045	0.74	B
	2045	Minor Arterial	60	45	11	1.5	22	9296	1922	10045	0.93	C

DRAFT

Attachment 1
Staff Assessment

The TIA states:

- Build out – 2023
- Total Daily trips – 3,648 (AADT)
- 2018 Traffic Volume – 2,300 (AADT) Davis Road, 6,500 (AADT) Old NC-86
- Growth Rate – 1%
- Trip Distribution – Davis Road 5%, Old NC-86 15-50%

Hypothetical Scenario - A - using TIA in place of TRM

NCDOT Road	TRM Future Traffic Volume	Functional Classification	2018 Volume	Volume (AADT)	Total Capacity	LOS (Volume/ Capacity)
Davis Road (SR-1129)	2025	Local Collector	2300	2482	9036	0.27
	2035			2731	9036	0.30
	2045			3004	9036	0.33
Old NC-86 (SR-1009)	2025	Minor Arterial	6500	7229	10045	0.72
	2035			7953	10045	0.79
	2045			8748	10045	0.87

Hypothetical Scenario - B - assuming all 3,468 new trips would be on Davis Road OR Old NC-86 ONLY by 2023 build out. No new employees, vendors, customers, etc. on other roads

Davis Road (SR-1129)	2025	Local Collector	2300	5948	9036	0.66
	2035			6543	9036	0.72
	2045			7197	9036	0.80
Old NC-86 (SR-1009)	2025	Minor Arterial	6500	10148	10045	1.01
	2035			11163	10045	1.11
	2045			12279	10045	1.22

DRAFT

Attachment 4

-----Original Message-----
From: Mikayla Mann [mailto:mikaylakmann@gmail.com]
Sent: Thursday, August 06, 2020 2:42 PM
Subject: [EXTERNAL MAIL!] Industrial project opposition

Hello,
I am a Hillsborough native and I strongly oppose rezoning to allow an industrial park in Hillsborough. There is already far too much development in my small town. The Daniel Boone village destruction was heartbreaking, and I can't imagine even more development coming to my safe place. Hillsborough is NOT RTP. We are different on purpose. The zoning proposition will destroy everything that Hillsborough is.
I strongly encourage the board to not allow this zoning variance.
Thank you
Mikayla Mann, JD

From: Susan Gladin [mailto:sglad1210@gmail.com]
Sent: Thursday, August 06, 2020 2:35 PM
To: Perdita Holtz; ALL_BOCC_MANAGER_CLERK
Subject: [EXTERNAL MAIL!] Just no

Please do not ruin our community with the huge project recently approved just south of I-40 (see link). Our county does not need this intrusion, and the town of Hillsborough cannot handle the traffic. Please reconsider and reject this project for which little notice was given. I drove past the ILLEGIBLE signs and could not read them and thus didn't know what that this was being considered.

https://www.orangecountync.gov/1722/Current-Interest-Projects

Susan Gladin

From: buehlerbg [mailto:buehlerbg@gmail.com]
Sent: Thursday, August 06, 2020 2:29 PM
To: Perdita Holtz
Subject: [EXTERNAL MAIL!] I support the Warehouse proposal for the I40/Old 86 interesection

Low pollution and a fairly benign business. I live quite close and I think the warehouse is a good solution compared to many alternatives. I am sure you will be getting many NIMBY protests. Forge ahead !

Thank You

Barry Buehler
209 Empress Rd
Hillsborough, NC
27278

From: Jon Lorusso <jonlorusso@gmail.com>
Sent: Friday, August 7, 2020 6:27 AM
To: Perdita Holtz; ALL_BOCC_MANAGER_CLERK
Subject: [EXTERNAL MAIL!] another thought

i really can't stop thinking about this project. i'm sure you are all sleeping very well but i am not.

it strikes me that perhaps the home values in this area are not high enough and that's why you are choosing to do this project here. or perhaps our incomes aren't high enough and that's why you are choosing to do this here?

please don't do this. it's going to ruin our lives here and deep down you know that. you've seen the traffic estimates. you've seen this happen before. maybe you each can muster the courage to actually stop this from happening. please.

From: futbol72@aol.com <futbol72@aol.com>
Sent: Friday, August 7, 2020 4:14 PM
To: Perdita Holtz
Subject: [EXTERNAL MAIL!] Rezoning project

I just wanted to email my opposition to the proposal to rezone 195 acres of land near 86 and 1-40 for industrial use. The environmental, traffic and aesthetic impact will negatively affect the charm and serenity of Hillsborough.

Patrick Shultz, resident since 2006.

From: buehlerbg <buehlerbg@gmail.com>
Sent: Friday, August 7, 2020 10:43 PM
To: Perdita Holtz
Subject: [EXTERNAL MAIL!] I support the warehouse at I40 ans rte 86.

Barry Buehler
209 Empress Rd Hillsborough

From: Jon Lorusso <jonlorusso@gmail.com>
Sent: Sunday, August 9, 2020 12:48 PM
To: Perdita Holtz; ALL_BOCC_MANAGER_CLERK
Cc: Ashley Kesling Lorusso; jrupplin123@aol.com; Franklin Garland; jweaver@hillsboroughnc.gov
Subject: [EXTERNAL MAIL!] Millstone Dr.

Hi,

Jon here with my daily "thoughts on the MPD-CZ rezoning".

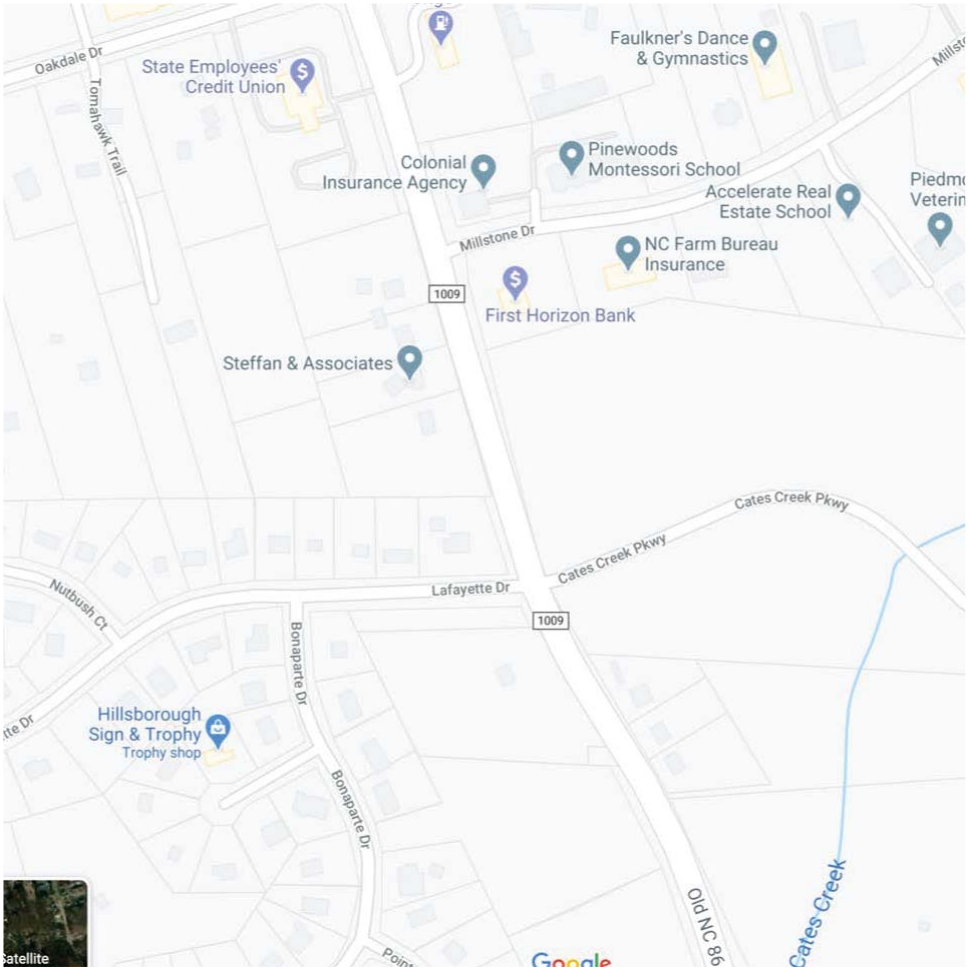
My wife works at a ***school*** on Millstone Dr. If you've ever tried to make a left out of of Millstone onto Old 86, you know it is *very* difficult. It's a dangerous intersection, at least as dangerous if not more so than Davis Rd. and Old 86.

As mentioned at Wednesday's planning meeting, we're likely to see a large increase in traffic as a result of the RTLP site. The argument that this will not impact Old 86 north of 40 holds absolutely no water, and as members of the *planning* board I am sure you know that.

Has any consideration been given to the addition of a signal at Millstone Dr. and Old NC 86? Without a new signal, there absolutely will be more accidents.

Thanks once again for listening to my input.

--jon



From: Scott Carbonara [mailto:scott.carbonara@gmail.com]
Sent: Tuesday, August 04, 2020 4:25 PM
To: Molly Boyle
Subject: [EXTERNAL MAIL!] SAY ^&*%$## NO! to the proposed RTLPark

Dear Molly,

You represent residents and taxpayers of Orange County. I don't imagine that my taxes will be cut in half if you build this monstrous complex in my backyard, so please represent our interests by shutting down this potential disaster.

I bought my current home off Davis Road instead of choosing another property elsewhere due to its quiet, low traffic, and idyllic nature for road biking. This complex will add noise, light, and traffic onto Davis Road. Our property values will plummet, and this area will no longer be a mecca for bike riders. This area is quiet, which is why we all bought homes here. If you take away our peace, we will need to leave the area.

I know the county is always looking for tax revenue, but there must be other options that won't disturb this currently quiet corner of Davis and Old 86.

Scott and Jocelyn Carbonara

Mutare

Voice Message from 276-403-6753 on 8/7/20 9:02 PM (43 second msg)

MESSAGE:

"I'm calling I am a concerned citizen in Hillsboro and my name is Christina Academy. I'm calling to express my opposition to the rezoning of exit 261. I oppose re zoning and Ms. Mary Pearson Paul a as in dog dash CA as in Charlie Zee as in zebra and I just wanna make sure that is on the record that I find it very unacceptable and this is a phone call to express our opposition. Please do not return this area we wanna keep this residential and interested and quite. Thank you."

I'm calling, I am a concern citizen in Hillsborough and my name is Christine Academy. I am calling to express my opposition to the rezoning of exit 261. I oppose rezoning MPD-CZ and I just want to make sure it is on the record that I find it very unacceptable and this is a phone call to express that opposition. Please do not rezone this area we want this residential, uncongested and quiet. Thank you.

From: Jon Lorusso <jonlorusso@gmail.com>
Sent: Tuesday, August 11, 2020 11:10 AM
To: ALL_BOCC_MANAGER_CLERK <OCBOCC@orangecountync.gov>; Perdita Holtz <pholtz@orangecountync.gov>; Tina Love <tlove@orangecountync.gov>; Todd McGee <tmcgee@orangecountync.gov>
Subject: [EXTERNAL MAIL!] jobs

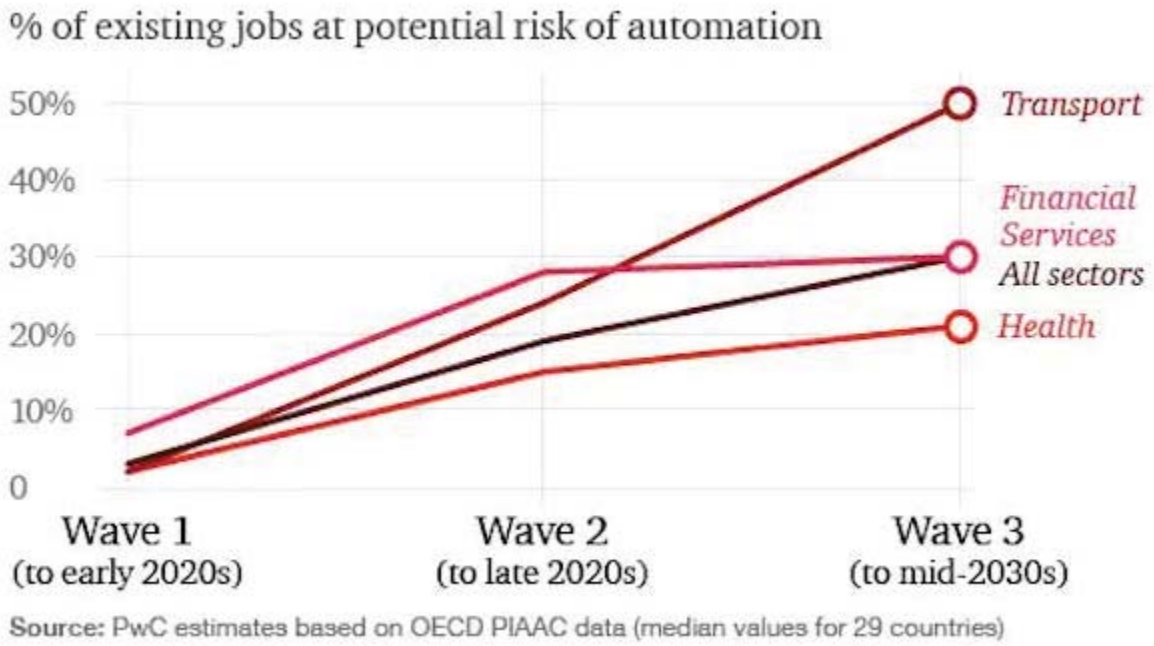
Hi,

I would like to address the issue of jobs. It is hoped that the Research Triangle *Logistics* Park will employ 4500 people in, as the name suggests *the logistics industry*. Most of these jobs will consist of warehouse workers and truck drivers. As it so happens, these two jobs in particular are ripe for automation. This is not something will occur in the far off future. Warehouse automation has already begin, and trucking automation has already begun. Does this not undermine the very premise of providing good paying jobs to the residents of Orange County? If we must build something in this location, why can't it be something that will benefit the people who live here rather than out of state corporations? I have included a few slides that demonstrate my point.

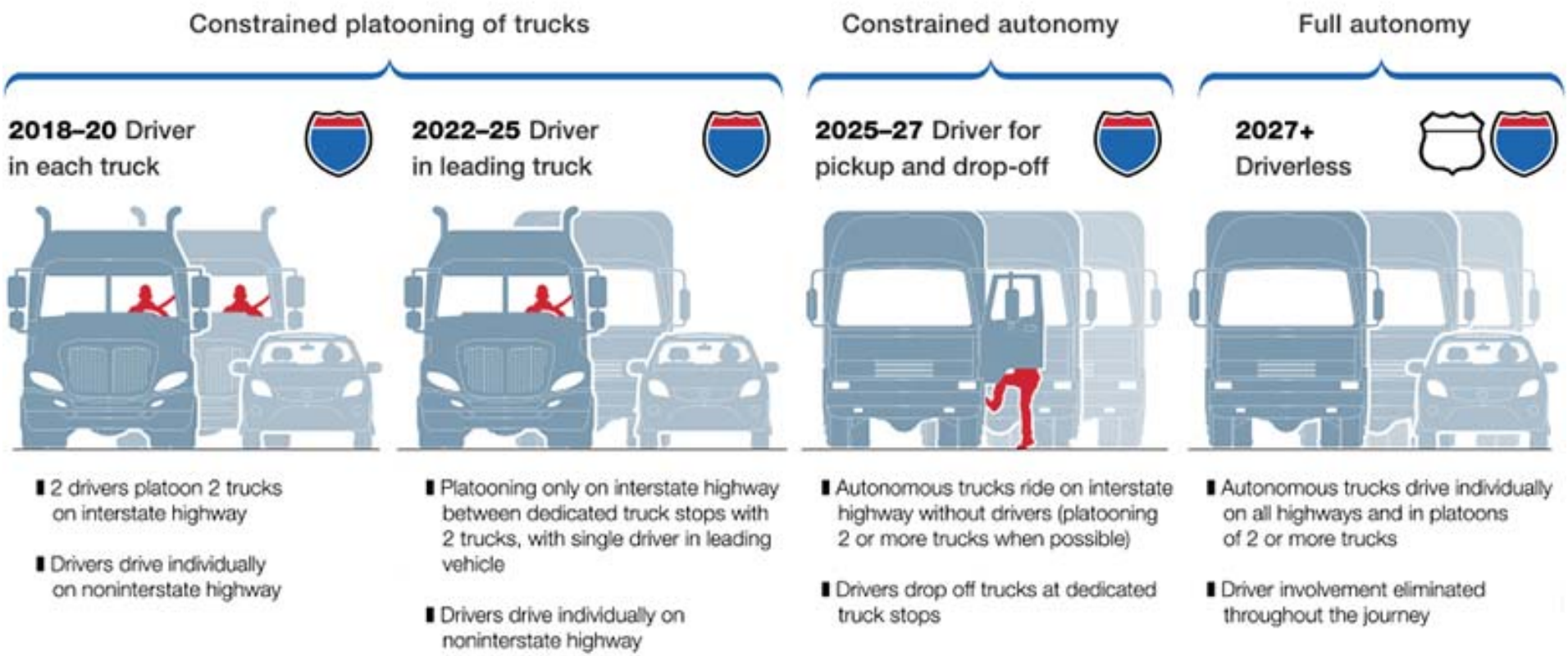
While I respect the planning board's position on the regulatory components of *land use*, has anyone considered the economic aspects of this plan? I believe it is vital to consider this project from all angles and try to anticipate all of the possible outcomes before making a decision. This is a major change and once in motion it will be difficult to reverse course.

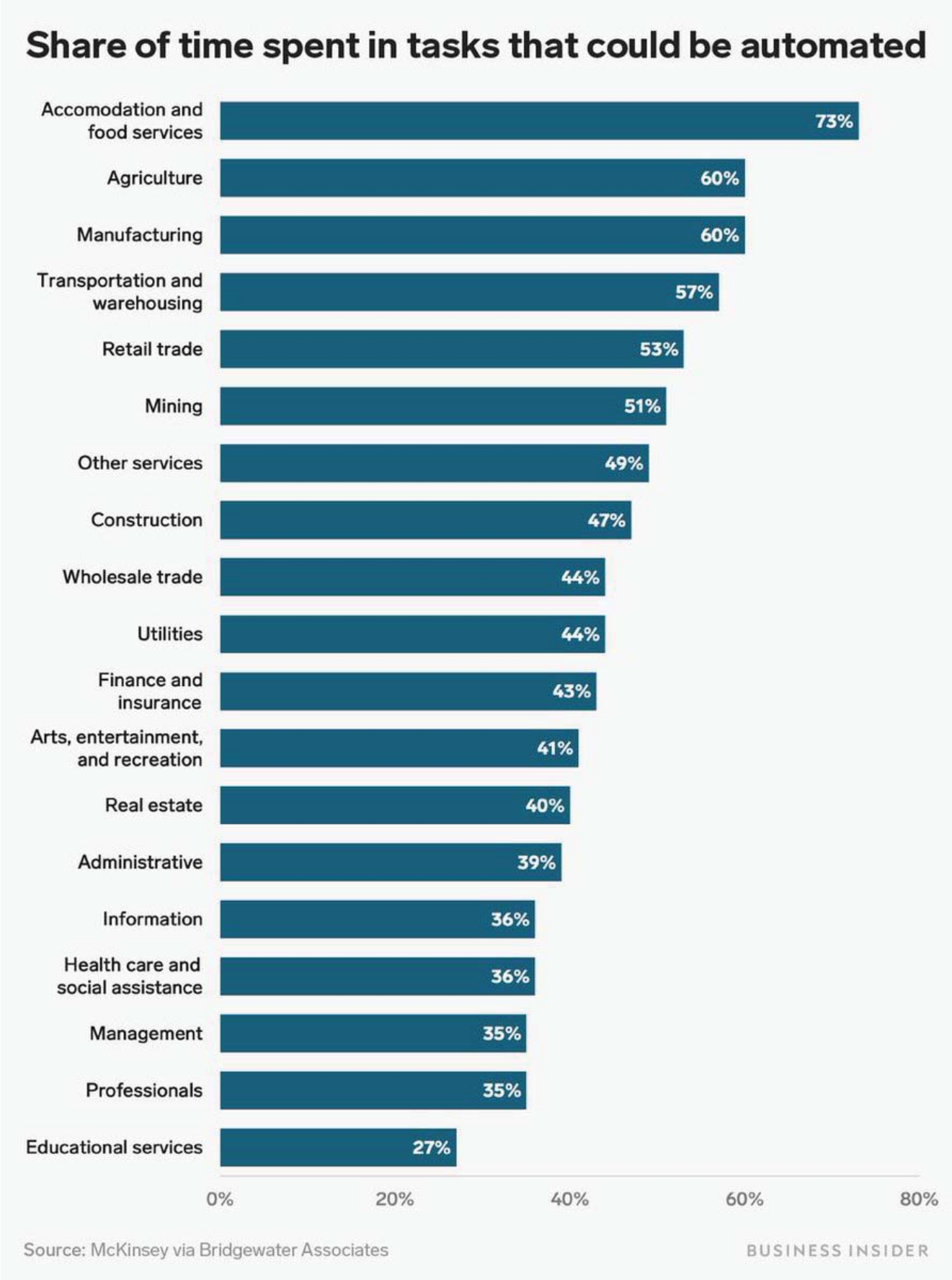
Thank you,

--jon



Autonomous trucks will likely roll out in four waves.




Share of time spent in tasks that could be automated
Accomodation and food services
73%
Agriculture
60%
Manufacturing
60%
Transportation and warehousing
57%
Retail trade
53%
Mining
51%
Other services
49%
Construction
47%
Wholesale trade
44%
Utilities
44%
Finance and insurance
43%
Arts, entertainment, and recreation
41%
Real estate
40%
Administrative
39%
Information
36%
Health care and social assistance
36%
Management
35%
Professionals
35%
Educational services
27%
0%
20%
40%
60%
80%
Source: McKinsey via Bridgewater Associates
BUSINESS INSIDER

From: Karen Fernandez <ksmithfernandez@gmail.com>
Sent: Tuesday, August 11, 2020 4:41:47 PM
To: Perdita Holtz
Subject: [EXTERNAL MAIL!] Research Triangle Logistics Park Development Proposal

Karen Smith Fernandez
3902 Ode Turner Road
Hillsborough, NC 27278

Dear Ms. Holtz,

I am writing in regard to the application to develop the Research Triangle Logistical Park south and west of the I-40 and Highway 86 intersection in Hillsborough. First, thank you for your skillful facilitation of a contentious meeting on August 5. I appreciate that the planning board members are volunteers and regret that not all of my neighbors were able to contain their emotions appropriately. I was not able to speak that evening and so am writing to the planning board via your email instead. I have written to my commissioners and will attend the future virtual meetings on this topic as well.

I attended the Planning Board meeting of August 5 where the developer presented their proposed plan to the board and where several of my Orange County neighbors along Davis Drive, Ode Turner Road and Highway 86 expressed their opposition to this development. I, too, oppose this particular development in this location for the following reasons:

1) **Reputation.** Currently Orange County enjoys the reputation of a livable community with services that support both the reputation and the reality of being a livable community. This development which consists of several million feet of warehouses does not fit with our reputation or reality particularly in light of the fact that the lessors or purchasers of the warehouse facilities will be largely unknown. I understand that there are restrictions in place for the classification of this zoning district, but they do not appear to be so restrictive as to deter animal research or chemical research or other activities that may or may not "fit" the Orange County ethic. The vagueness of the usage, along with the appearance and impact of this huge warehouse complex seem out of place in our County.

2) **Fit.** Although not generally opposed to the zoning of this area as described in the Future Land Use Management Plan, I don't feel that this type of development is the right fit. Not only am I concerned for the Town of Hillsborough and Orange County "brand" or reputation as described above, but I think we can do better in finding a project that is more aligned with the citizens of the County and Town. I understand that the developer projects 4500 potential new jobs, but these will be individuals and businesses from out of area largely, providing no direct service or benefit to residents. Storage, research, transportation, manufacture – any of these are possible, none of these are secured. With no ability to regulate the types of businesses that would use large warehouse spaces, we really don't know who we are inviting into the neighborhood/county/town. We do not know what skills will be needed for these jobs, what types of jobs they will be or any other details. In fact, without knowing who the tenants of the warehouses will be, how can we be certain of the projected 4500 jobs becoming available. Many of these jobs will be taken, not be residents, but by individuals outside of the area who will commute. How does that specifically help the residents that you serve? If there are positive impacts, it would be helpful to have them spelled out for the citizens.

3) **Traffic.** 4500 cars/trucks per day. 200 cars/tractor trailers per hour. These are the numbers the developer's traffic engineer gave in the presentation. The increase in traffic onto Davis Road, currently a residential street, due to the DOT requirement that the planned service road NOT be used for I-40 access is more than this street and neighborhood can tolerate. That, in combination with the need for some part of this traffic to access I-85, meaning that the traffic flow north on I-86, down Churton and

onto the I-85 access ramps, should give us all pause for traffic congestion and additional road maintenance. I am also concerned for the viability of the Hillsborough Church of Christ located directly across from the Davis Road access point If this project proceeds.

4) **Crime and safety.** Without knowing what types of businesses will be using this huge warehouse area, we can't be sure what the project will bring to this side of the County except much more access and use from the I-40 and I-85 corridors. Is the County ready to increase patrols and enforcement to keep citizens that are literally at the back door of this development safe? Have studies been performed on the effect of this type of development on the crime rate in a residential area? Can we see those studies? Can we be assured that Orange County and the Town of Hillsborough will maintain their reputations as safe? Or that Orange County will be seen in a good light if/when crime increases?

5) **Light pollution.** A complex of this size will create a tremendous new source of light pollution that will affect citizens for miles around. If this, or any complex, is allowed to move forward please insert a condition that lighting must be downward facing. Please.

6) **Noise.** Again, we do not know what industry will reside in this type of complex, but we do know that a 100 foot vegetative barrier will not be enough to subdue the sound of tractor trailers moving about in proximity to a residential area during 3 shifts day and night. If this, or any complex, is allowed to move forward on this site, please require more substantial noise barriers to protect the residents from the din of trucks and traffic.

Please do not hesitate to reach out to me if that would be helpful. Thank you for your attention and consideration of my concerns, and the concerns of Orange County residents.

Respectfully,

Karen

Karen Smith Fernandez
919-259-2856
ksmithfernandez@gmail.com

"In every crisis, doubt or confusion, take the higher path -
the path of compassion, courage, understanding and love." – Amit Ray

From: Margo T. Pinkerton <BC@zapphoto.com>
Sent: Wednesday, August 12, 2020 4:45 PM
To: Tina Love <tlove@orangecountync.gov>
Cc: Ronn Sieber (rdsieber@gmail.com) <rdsieber@gmail.com>; Mare Hermanson (Hermanson.mary@gmail.com) <Hermanson.mary@gmail.com>; Denny Hermanson (dennishermanson@gmail.com) <dennishermanson@gmail.com>; Arnie Zann (Arnie@BCphotoadventures.com) <Arnie@BCphotoadventures.com>
Subject: [EXTERNAL MAIL!] Opposed to PROCESSING OF NEW MASTER PLAN DEVELOPMENT CONDITIONAL ZONING DISTRICT (MPD-CZ) APPLICATION – RESEARCH TRIANGLE LOGISTICS PARK (RTLP)
Importance: High

To: Orange County Planning Board

I am vehemently opposed to the above cited application for Research Triangle Logistics Park. When we bought our house in Cornwallis Hills in 2005, we thought we were buying in a residential neighborhood that was relatively quiet except for the I-40 traffic noise. With the advent of Waterstone, it is near impossible for the residents of Cornwallis Hills to exit via Lafayette Drive. When that development/complex was put in, we were assured we would get a traffic light. That was a lit, because while the wiring for it is there, it was never done. I must assume that the NC-DOT is waiting for a traffic fatality before they will do anything.

Now, the County Planning Board wants to lower our property values, reduce our quality of life, and remove the relative peace and quiet of our neighborhood by adding RTLP at our borders and that of the residential neighborhoods on or near Davis Road. Already, traffic has made it noisy and unsafe at the junction of Lafayette Drive and Old-86. Impatient people regularly and illegally use the turning lane into Cates Creek Parkway as a passing zone. I have complained about this numerous times, and the NC-DOT will do nothing, citing parameters within which they have to work. The exit out of Lafayette Drive heading north onto Old-86 is impossible if one were to stay within the lines. One would have to come to nearly a dead stop in order to make the turn somewhat back over your left shoulder, something that is totally unsafe. Again, the NC-DOT doesn't care.

Now, the Planning Board must be looking at its pockets rather than at the citizens it is supposed to serve. You want to add more traffic to an already dangerous and congested corridor by bringing 18 wheelers from I-85 down Old-86, through Hillsborough's Historic District, and past the Cornwallis Neighborhood to service this ill-conceived project that the developers and the Planning Board are trying to ram down our throats. This is totally unacceptable and frankly smacks of political skullduggery and corruption. And what you are planning to do at the entrance to Davis Road is totally unacceptable, too.

No one is going to persuade me that there are not other sites better suited to this project, for example where US-70 meets I-40 at the western end, off Route 1144.

Please do not lower our property values. Please allow us to maintain a residential feel to our neighborhoods. Pick a site away from residential areas. Work with the NC-DOT before the fact, not put the traffic in the hands of the NC-DOT after the fact as has been the case with recent, ill-conceived developments.

And please point me to a site, such as that of the County Commissioners, where I can see a bio of each one of you. Orange County needs transparency.

Sincerely,

Margo T. Pinkerton
Cornwallis Hills

---------- Forwarded message ----------
From: Chris Lamb <clamb2411@gmail.com>
To: <planningdept@orangecountync.gov>
Cc: Chris Lamb <clamb2411@gmail.com>, <ocbocc@orangecountync.gov>
Bcc:
Date: Wed, 12 Aug 2020 22:25:31 -0400
Subject: [EXTERNAL MAIL!] Development at Old 86 and Davis Rd/I40

Neighbor,

Through social media I have learned that the rezoning approval for this project may have been fast-tracked, perhaps due to the current pandemic. I hope that this is not true. Given the challenges that the pandemic presents to all, this hardly seems the time to rush community decisions and limit the opportunity for discussion and input.

I spent my childhood in a small rural, New England mill village, where the textile mill had long ago closed, and the business moved south for lower costs. I spent my teenage years in Houston, watching the boom and bust cycles of the oil and real-estate industries and the growth of a city w/o zoning. An I moved to North Carolina in '92 to watch the spams caused by the loss of textile and furniture jobs. Times change, land use changes, often and quickly.

Since moving away from my childhood home, I have morned as the woods and fields I grew up roaming have been slowly developed. As a result, I find the rampant clearcutting and thoughtless development commonly seen here and around the country painful and unfortunate. However, I recognize that 'progress' can not be stopped and there are limits to the role of govenment.

That said, I think it is the role of the county commissioners to speak and act on behalf of all their constituents, especially those most directly affected.

How will the noise and traffic limit their ability to enjoy their own property, and therefore reduce it's value, tangibly and intangibly? How will their health be affected by the truck exhaust? I live a few miles away and fear the traffic will be a detriment to my air quality, increase the noise pollution and make my area a less pleasant place to live.

How will the development reflect the long term values of the community? How often have we seen that land use changes over time? From the abandoned mills of my childhood to the dying stripcenters of the past few decades to the malls that are now dying. How many visitors and citizens will look forward to visiting Hillsborough if forced to drive by this neighbor, unattractive, noisy and polluting?

How well will the traffic planning actually be done to protect the non-commercial traffic and neighbors? Why should we expect it to be any better or safer than the Walmart/Home Depot area w/o an upgrade to the bridge? Will it be any better than the connections to Old and New 86 from the hostpital and surrounding developments - unmetered intersections with poor visability and lights forcing unnecessary idling when a simple traffic circle would be superior? As well as the I40/15-501 interchange? Where an entrance ramp merge occurs at the same time as the third lane merges, a deadly and criminal arrangement. A safer alternative would have been to simply configure the right lane as an exit only lane and resolve multiple issues.

How about drainage and water quality? The neighborhood across the street from us of about 20 houses went through a fair amount of planning, but nothing done in that process has protected my property and pond, which flows into Lake Ben Johnson, from the increased run-off coming from their roads and homes. Will the planning for containment during and after development be any better? Will it really be sufficient?

In closing, I am urging you to vote against this project until a plan is presented that protects the health, safety, property values (of all types) and quality of life of the neighbors and community. And until a plan is presented that protects the character and values of the community and it's long term appeal and potential. And until a clear plan to really manage the runoff and water quality has been presented. Until there is a plan you are proud to discuss with citizens, there really isn't a option to approve it.

Too long have we allowed narrow commercial and self interested parties freedom to do what they want while failing to provide the neighbors and community freedom from pollution, personal infringements and environmental destruction. It is long past time to stand up for what we will value in 50 or 100 years. No one will miss the mixed use development of their childhood. No one will appreciate the architecture and design, not now, not ever. There will be no value derived from the noise, air, and water pollution. No one will ever suggest visiting the development with their families for an evening stroll and no realtor will list it as a feature when selling adjact properties.

We can't stop progress, but we can guide it and we can do what is right for the long term and insist that proper planning is completed before the project is approved.

Chris Lamb
OC resident since 1996.

Michael Harvey

From: Jessica Wingert <jess.wingert@gmail.com>
Sent: Friday, August 14, 2020 8:56 AM
To: planningdept
Subject: [EXTERNAL MAIL!] Questions for Planning Meeting

Good Morning,

My questions in regard to the Research Triangle Logistic Park project.

Will the trucks be limited to daytime hours? Will trucks be prohibited from driving on any roads other than the 40 on-ramp? If trucks start driving on Waterstone to get over to 85, will there be a light installed at that intersection (it's already difficult to make a left from Waterstone to 86N)?

Thank you in advance,

Jessica Wingert
Berryman Blvd., Hillsborough

Michael Harvey

From: Grubb, Tammy <tgrubb@heraldsun.com>
Sent: Wednesday, August 12, 2020 2:54 PM
To: Michael Harvey
Subject: [EXTERNAL MAIL!] RTLP question

Hey Michael,

I hope you are doing well.

The RTLP traffic study seems to indicate that left turns out of the service road toward I-40 and Hillsborough are being considered. My understanding, however, was that the NCDOT was not going to allow left turns there.

Can you clear up the discrepancy for me? And how is the current plan under consideration going to affect traffic volumes on Davis Road?

Thanks,
Tammy

Tammy Grubb
Orange County reporter
The Herald-Sun/The News & Observer
(919) 829-8926
(336) 380-1325
Facebook: https://www.facebook.com/speedchickusa
Twitter: @TammyGrubb

Attachment 5

STATEMENT OF CONSISTENCY
OF A PROPOSED UNIFIED DEVELOPMENT ORDINANCE MAP AMENDMENT
WITH THE ADOPTED ORANGE COUNTY 2030 COMPREHENSIVE PLAN

An applicant initiated amendment to the Zoning Atlas to rezone 3 parcels as follows:

Parcel Identification Number (PIN)	Township	Owner of Record	Current Zoning District	Proposed Zoning District
9863-71-8857	Hillsborough	Suzanne McGrady	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Master Plan Development Conditional Zoning (MPD-CZ) Research Triangle Logistics Park; Major Transportation Corridor (MTC) Overlay District.
9863-91-6573	Hillsborough	Christy Bailey – ETAL John Clayton	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Economic Development Hillsborough Limited Office (EDH-2) - north of Interstate 40 Major Transportation Corridor (MTC) Overlay District	Master Plan Development Conditional Zoning (MPD-CZ) Research Triangle Logistics Park; Economic Development Hillsborough Limited Office (EDH-2) – north of Interstate 40 Major Transportation Corridor (MTC) Overlay District.
9862-99-8894	Hillsborough	Facility Care Services Inc.	Rural Residential (R-1) Rural Buffer (RB) – approximately 26,000 sq.ft. along Davis Road	Master Plan Development Conditional Zoning (MPD-CZ) Research Triangle Logistics Park; Rural Buffer (RB) – approximately 26,000 sq.ft. along Davis Road

The Planning Board finds:

a. The requirements of Section 2.8 of the UDO have been deemed complete; and,

b. Pursuant to Sections 1.1.5, and 1.1.7 of the UDO and to Section 153A-341 of the North Carolina General Statutes, the Board finds sufficient documentation within the record denoting that th e amendment **is consistent** with the adopted 2030 Comprehensive Plan.

1. The amendment is consistent with applicable plans because it supports the following 2030 Comprehensive Plan goals and objectives:

- Objective LU-1.1: Coordinate the location of higher intensity / high density residential and non-residential development with existing or planned locations of public transportation, commercial and community services, and adequate supporting infrastructure (i.e.,

water and sewer, high-speed internet access, streets, and sidewalks), while avoiding areas with protected natural and cultural resources. This could be achieved by increasing allowable densities and creating new mixed-use zoning districts where adequate public services are available. (See also Economic Development Objectives ED-2.1, ED-2.3, ED-2.10, and Water and Wastewater Objective WW-2.)

The atlas amendment is consistent with this goal and objective with the approval of a rezoning of property creating a district allowing for the development of high density non-residential land uses in an area of the County designated for the location of adequate supporting infrastructure (i.e. water and sewer).

c. The amendment is reasonable and in the public interest because it:

1. Expands economic development prospects within the County while continuing to protect adjacent and nearby land uses.

The atlas amendment involves the approval of a master plan establishing a detailed list of allowable non-residential land uses to aid in the marketing on an area designated within the Comprehensive Plan as being suitable for high intensity non-residential development.

The expansion is consistent with County and Town of Hillsborough plans outlining those parcels suitable for service by water/sewer that are prime for high intensity non-residential development.

Further, the approved master plan establishes mandatory land use buffers and setbacks for development within the project to ensure off-site impacts are mitigated.

The Planning Board of Orange County hereby recommends that the Board of County Commissioners consider adoption of the proposed Zoning Atlas amendments.

_____ _____

David Blankfard, Chair Date

Attachment 6

August 19, 2020 – INITIAL DRAFT CONDITIONS FOR THE RESEARCH TRIANGLE LOGISTICS PARK (RTLP) MASTER PLAN DEVELOPMENT CONDITIONAL ZONING (MPD-CZ) DISTRICT

I. GENERAL:

a. Approval of the Project does not constitute an explicit guarantee for utility services (i.e. water and sewer) by the Town of Hillsborough. Provision of services shall be consistent with applicable Town utility connection policies and the utility agreement between the Town and Orange County;

b. The Project shall be composed of 3 individual properties totaling 162 acres of land area:

i. PIN 9863-71-8857: An approximately 90 acre parcel currently zoned MPD-CZ (Settlers Point) and Major Transportation Corridor (MTC) Overlay District;

STAFF NOTE: MTC Overlay district boundaries not impacted by this approval.

ii. PIN 9863-91-6573: An 80 acre parcel currently zoned:

1. Approximately 60 acres (south of Interstate 40) zoned MPD-CZ (Settlers Point);
2. Approximately 20 acres (north of Interstate 40) zoned Economic Development Hillsborough Limited Officer (EDH-2).
3. Major Transportation Corridor (MTC) Overlay District.

STAFF NOTE: MTC Overlay district boundaries not impacted by this approval. EDH-2 zoned portion of property, north of Interstate 40, is not impacted by this approval and will remain zoned EDH-2.

iii. PIN 9862-99-8894: An approximately 12 acre parcel currently split zoned Rural Residential (R-1) and Rural Buffer (RB).

STAFF NOTE: The RB zoned portion of property, along Davis Road, is not impacted by this approval and will remain zoned RB. This area shall remain either in undisturbed open space, used to support required utility improvements consistent with Town of Hillsborough or County requirements, or to support external roadway improvement(s) consistent with County and NC Department of Transportation requirement(s).

c. The Zoning Atlas for Orange County shall be designated MPD-CZ. Development shall be in accordance with the approved application packet, master concept plan, and the conditions detailed herein.

II. ACCESS AND TRANSPORTATION:

a. Internal roadways shall be developed in accordance with Section 6.10 (A) of the UDO. Internal streets shall be privately maintained;

b. All internal and external roadway construction/improvements shall be completed or appropriately bonded prior to the issuance of a Certificate of Compliance (C of C) allowing the occupancy of a structure triggering completion of same;

c. External roadway improvements shall be constructed in accordance with NC Department of Transportation requirements and guidelines, approved Traffic Impact Analysis (TIA), and the standards outlined herein;

d. The right-of-way for Service Road shall be extended to the western edge of the PIN 9863-71-8857 to serve as a future access point for adjacent land area to the west;

e. Final roadway layout, including pavement widths and driveways, shall be approved by the Town of Hillsborough and Orange County Fire Marshal's office as part of the final site plan review process;

f. Commercial/truck traffic exiting the Project onto Davis Road shall be limited to turning left. No right turns of commercial vehicles shall be permitted onto Davis Road;

STAFF COMMENT: Staff has started to hear concerns from local residents over traffic accessing Davis Road. This condition was suggested as a means to channeling commercial truck/large vehicle traffic away from existing residential areas west of the Project. Having said that both the applicant and staff have wondered how such a condition could be enforced.

g. Site plan submittals shall be required to demonstrate internal/external traffic improvements necessary to address development impacts consistent with the submitted Transportation Impact Analysis (TIA);

h. Additional right-of-way necessary to support roadway improvements shall be secured in accordance with North Carolina Department of Transportation right-of-way acquisition processes. The right-of-way shall be secured prior to the County accepting a site plan application proposing development requiring same;

i. Any and all internal streets, sidewalks, bicycle lanes, etc. shall be designated for public access/use;

j. When required, driveway permit(s) shall be issued by the North Carolina Department of Transportation prior to the commencement of any earth disturbing activity;

k. Orange County and North Carolina Department of Transportation shall approve the location of all proposed utility poles housing street signals, both internal and external to the Project, prior to installation;

l. Segregated entrances and exists for pedestrian, construction vehicle, and non-construction vehicular traffic shall be developed to avoid conflict during construction activities;

m. Bus pullouts and transit shelters shall be constructed to serve the Project consistent with transit plans adopted by Orange County and shall be developed in accordance with the following:

   i. Each transit stop shall be a covered and enclosed on 3 sides to shield users from the elements,

   ii. Kiosks shall be developed to provide transit information, including schedule and route information, and shall be illuminated to five (5) average maintained foot-candles.

III. DIMENSIONAL STANDARDS:

a. The Project shall observe a building square footage limit of 2,400,000 sq.ft..

STAFF COMMENT: Staff is basing this recommendation on the figure utilized in the development of the Traffic Impact Analysis (TIA), Attachment H of the application, outlining internal/external traffic improvement(s) necessary to support the Project. Traffic improvement(s) for the project were based on an anticipated square footage limit of approximately 2,400,000 sq.ft.

The applicant's revised narrative for the project, dated July 15, 2020, requested a floor area ratio (FAR) limit of 0.65 or 4,586,868 sq.ft. of allowable building square footage area for the Project. To approve this request, the TIA will have to be revised/updated.

b. Height:

   i. Principal structures shall abide by a height limit of 60 ft.;

   ii. Accessory Structures:

      1. Water tower

STAFF COMMENT: The narrative makes references to 'accessory structures' exceeding the 60 ft. height limit.

At this time there is no specific explanation of the anticipated accessory structures that will exceed 60 ft. in height or what the ultimate height limit for said structures will be.

The applicant will need to specify an overall height limit for those specific land uses, which shall then be incorporated into the conditions of approval.

c. Setbacks:

i. Structures shall observe:

1. 100 ft. setback from property lines abutting residentially zoned property and the Davis Road right-of-way;

2. 50 ft. setback from property lines abutting non-residentially zoned property and the Service Road right-of-way.

STAFF COMMENT: Staff had recommended a 100 ft. setback from all external property lines abutting residentially zoned property, as well as the right-of-way of Davis Road, for structures and vehicular use areas.

ii. Vehicular use areas shall observe:

1. 50 ft. setback from property lines abutting residentially zoned property and the Davis Road right-of-way;

2. 25 ft. setback from property lines abutting non-residentially zoned property and the Service Road right-of-way.

STAFF COMMENT: Staff had recommended a 30 ft. setback for vehicular areas be observed from Service Road. This was consistent with a recommendation for a 30 ft. land use buffer along the roadway as well.

d. Open Space: 41 acres (25%) of land within the Project shall be preserved as open space area.

STAFF COMMENT: Staff had recommended an open space requirement of 49 acres or 30% for the Project.

IV. SITE PLAN:

a. All site plans proposing development within the Project shall be reviewed by Town of Hillsborough staff as part of existing courtesy review agreements;

b. All site plans shall provide detail denoting the anticipated daily water and sewer needs for proposed land use(s);

c. Prior to the approval of a site plan allowing development within the Project, the County will need documentation from the Town of Hillsborough indicating there is sufficient water and sewer capacity to serve the project. A lack of water and/or sewer capacity for a proposed use shall result in the denial of the site plan;

d. The Orange County and Town of Hillsborough Fire Marshal(s), in consultation with the Town of Hillsborough Utility Director, shall review and approve location(s) of proposed water and sewer lines prior to the initiation of land disturbing activity;

e. The Orange County and Town of Hillsborough Fire Marshal(s) shall review and offer comment on:

   i. Road layout and construction methodology,

   ii. Location of fire lanes,

   iii. Location of fire hydrants, and

   iv. Location of the proposed stand-pipe(s).

   as part of all site plan review.

f. Each site plan shall be required to demonstrate compliance with Section 6.16 *Environmental Assessment* of the UDO. In those cases where development exceeds established thresholds, a formal Environmental Impact Statement (EIS) may be required allowing for site plan approval;

g. In addition to the standards detailed in Section 2.5 of the UDO, all landscaping plans shall include information denoting the proposed method of care (i.e. underground sprinklers, maintenance personnel, etc.) for the development.

h. Identified conflicts associated with landscaping shall be resolved prior to the approval of the site plan for a given project. Required plantings shall not be reduced to accommodate a conflict with utilities or roadway issues;

i. For all site plans submitted for the Project the Orange Rural Volunteer Fire Department shall be considered a member of the County Development Advisory Committee (DAC) as outlined in Section 1.9 of the UDO.

V. PERFORMANCE STANDARDS:

a. The Project shall comply with Section(s) 6.4.2 through 6.4.7 of the UDO inclusive;

b. **Solid Waste Management**: The following specific standards shall apply:

   i. External space for collection of solid waste and recyclable materials. Materials collected shall be consistent with the County's Solid Waste Management ordinance.

   ii. Waste collection areas shall be located in such a manner as to provide convenient access for users of the facility and safe passage for service vehicles.

iii. The following additional notes shall be provided on any submitted site plan:

1. Gate design will include gate retainers.
2. If any vehicles are parked in the refuse or recyclables collection vehicle access area, the containers will not receive service until the next scheduled collection day.

   STAFF COMMENT: Staff recommends vehicles not be pared in areas blocking/prohibiting access to waste receptacles.

3. Orange County will not be responsible for any pavement damage that may result from service vehicles.
4. Consistent with County regulations, clean wood waste, scrap metal and corrugated cardboard, all present in construction waste, must be recycled.
5. Consistent with County regulations, all haulers of construction waste must be properly licensed.

   STAFF COMMENT: Number(s) 4 and 5 may not be necessary if the 'Project' is required to comply with the County Solid Waste Management ordinance as indicated herein.

6. In cases where waste collection areas are located across property lines or district lines for shared areas, the developer shall prepare and record a joint access agreement (and a shared dumpster agreement) to assure that (both parties may use) the proposed trash/recycling area and that it can be serviced across property lines.
7. The developer shall reserve space within all solid waste collection areas for segregated grease rendering/recycling collection facilities and shall provide space for segregated food waste collection near the delivery entrance for any building that houses, proposes to include, or may at some future date incorporate a restaurant, cafeteria, bar, or other food service facility at any time.
8. All solid waste containers, dumpsters, recycling bins, etc. shall be located within an enclosure, buffered in accordance with the standards contained herein, and meeting the following criteria:

   a. Loading areas shall be designed and situated not to negatively affect adjacent properties.
   b. Solid waste enclosures shall be so located as to not impact internal traffic flow,

c. Loading zones shall not be located within areas designated as housing for solid waste facilities.

c. **Architectural Design**: The following specific standards shall apply:

i. Finished building materials shall be applied to all sides of a building;

ii. Exterior wall materials shall include, but not be limited to:

1. Stucco,
2. Concrete,
3. Textured concrete,
4. Wood,
5. Glass,
6. Steel,
7. Brick,
8. Stone, and
9. Masonry.

iii. Prohibited design elements include:

1. Highly reflective surfaces,
2. Exposed, untreated precision block walls;
3. Barbed wire;
4. “Stuck on” mansard roofs;
5. Materials with high maintenance such as stained wood shingles.

iv. Building colors shall strive to be harmonious and compatible with the natural surroundings and the general overall palette shall be earth tones; provided however, it is recognized that buildings often integrate corporate identity and nothing herein shall prevent the ability to utilize corporate identity colors.

STAFF COMMENT: It is unclear how this condition will be enforced.

v. Single, dominant, monolithic building mass is not acceptable. Visual breaks shall be used to provide ‘visual relief’ for long building facades. Acceptable techniques to provide visual breaks include, but are not limited to:

1. Changes in height and the horizontal plane,
2. Changes in Materials,
3. Changes in Textures,
4. Changes in Color,

5. Reveals and/or Jogs,
6. Utilization of other architectural enhancements.

   STAFF COMMENT: It is unclear how this condition will be enforced. There is no definitive, proposed, method of determining when visual relief will be required.

vi. Primary building entries shall be readily identifiable and well defined through the use of projections, recesses, columns, roof structures, or other design elements.

vii. Expansions to an existing buildings shall provide for continuity between the existing building and the proposed addition. The addition need not strictly match the existing building, but shall include prominent design elements of the old building to provide architectural compatibility between old and new.

   STAFF COMMENT: It is unclear how this condition will be enforced. Staff is concerned over the lack of measurable standard.

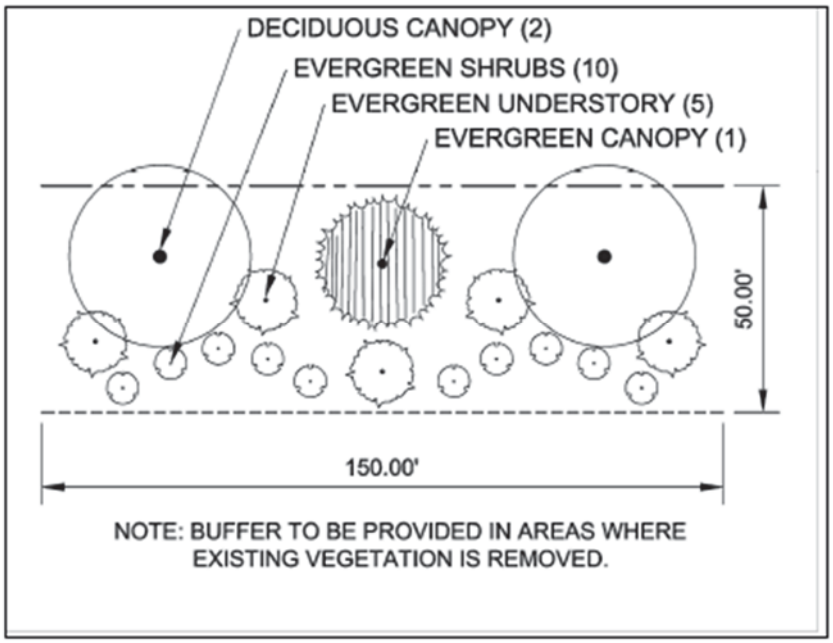
viii. Building design/construction shall not unnecessarily preclude incorporation of alternative energy systems such as solar panels.

STAFF COMMENT: Added to address Planning Board comment(s) from August 5, 2020 meeting.

d. **Landscaping/Buffering**:

i. All required landscaping shall be installed and maintained by the developer or their successor in perpetuity;

ii. Existing vegetation shall be preserved in identified buffer areas as indicated on the approved master concept plan. In those instances where foliage is disturbed or non-existent, landscaping shall be installed consistent with the following schematic:



STAFF COMMENT: Staff recommends the minimum linear foot of planting be reduced to 100 ft. (i.e. the number of trees for every 100 ft. of required buffer area versus 150 ft. as proposed by the applicant) consistent with Section 6.8.6 (F) of the UDO.

STAFF COMMENT: Staff has recommended a 100 ft. perimeter buffer be observed for portions of the Project abutting residentially zoned property and Davis Road.

The applicant has expressed concern over this suggestion, but indicated a willingness to discuss options. Part of this discussion includes a request to modify required stream/floodplain buffer requirements (discussed below).

iii. Interior landscaping shall be consistent with the following:

1. Parking lot:

a. A ten-foot vegetated buffer shall be provided between vehicular use areas and internal access roads.

STAFF COMMENT: It is recommended there be additional language specifying the type of foliage required (i.e. shrubs, flowering plants, etc.)

b. Shade trees shall be provided at a ratio of one (1), one and one half-inch (1.5”) minimum caliper tree for every ten (10) car parking spaces; Caliper size is measured at the time of planting.

c. All site plans shall demonstrate a minimum of sixty percent (60%) of passenger parking spaces are within seventy-five (75) feet of the center of a shade tree. If not, additional landscaping shall be required.

STAFF COMMENT: Staff had recommended the Project comply with the provisions of 6.8.7 (D) (2) indicating that under no circumstances may any parking space be located more than 60 ft. from the trunk of a canopy tree.

d. The minimum tree planting area shall be 200 square feet except where tree grates are provided.

e. Where trees are planted within tree grates, and surface paving encroaches into the planting area, then the minimum planting area shall be sixteen (16) square feet in area by two (2) feet in depth.

f. Screening of parking areas along the perimeter boundary of the project shall maintain a minimum tree spacing of sixty (60) feet.

2. Building foundation:

a. Twenty percent (20%) of a building's perimeter shall be landscaped while maintaining the necessary sidewalk area.

b. These areas may consist of lawn, planters, or shrub areas so long as the shrub areas, that have to be twenty-four inches (24") minimum in width, comprise a minimum of twenty percent (20%) of the total linear dimension along the building's perimeter

3. With respect to internal street landscaping, there shall be one (1) tree at a one-inch (1") caliper provided every one hundred (100) feet;

4. All ground level HVAC, mechanical equipment cabinets, solid waste containers, dumpsters, recycling bins, etc. shall be screened from view through the use of landscaping, walls, and or fencing in accordance with Section 6.8.9 of the UDO.

iv. The Project shall comply with the provisions of Section 6.6.4 of the UDO related to preservation of required buffers within the Major Transportation Corridor (MTC) overlay district. This includes the ability to create visual breaks in the buffer in accordance with Section 6.6.4 (A) (5).

e. **Parking**:

i. Parking lot design and layout shall be in accordance with Section 6.9 of the UDO;

ii. 1 space shall be required for every 750 sq.ft. of office space;

iii. 1 space per 3,000 sq.ft. of additional indoor area (exclusive of office area).

STAFF COMMENT: The proposed standard does not address all anticipated land uses for the Project.

Staff has recommended the applicant comply with the provisions of Section 6.9.7 of the UDO, specifically:

- General Office and Service Uses: 1 space for every 300 sq.ft. of gross floor area.
- Medical Office: 1 space for every 300 sq.ft. of gross floor area.
- Manufacturing: 1 space per employee on the shift of maximum employment.
- Retail: 1 space for every 300 sq.ft. of 300 sq.ft. of gross floor area.
- Wholesale Trade: 1 space per employee on maximum shift plus 12 spaces.
- Research: 1 space per employee.
- Distribution/Fulfillment Operations: 1 space per employee on the shift of maximum employment.

Ultimately, required parking standards needs to reflect allowable land uses within the project (i.e. there needs to be a parking standard addressing all anticipated land uses to be developed within the Project).

f. **Signage**: (**review of the applicant's proposal is still on-going**)

g. **Lighting**:

i. Lighting plans shall be prepared in accordance with Section 6.11 of the UDO;

ii. All lighting shall be full-cut off fixtures;

iii. Lighting in parking areas shall observe a height limit of 45 ft.;

iv. All lighting shall comply with maximum foot-candle limits at property lines as noted in Section 6.11.6.A of the UDO;

v. Lighting within the Project shall abide by the standards detailed in Section 6.11.8 of the UDO.

h. **Stream Buffers**: The Project shall comply with the provisions of Section 6.13 of the UDO.

STAFF COMMENT: The applicant had inquired about reducing required stream/floodplain buffers to a minimum standard of 50 ft.. This was suggested as a way of allowing for a perimeter buffer of 100 ft. as requested by staff.

At this time, staff has not made a determination on this request but believes it warrants discussion.

i. **Stormwater regulations**: The Project shall comply with the provisions of Section 6.14 of the UDO.

j. **Erosion Control regulations**. The Project shall comply with the provisions of Section 6.15 of the UDO

k. **Flood regulations**: The Project shall comply with the provisions of Section 6.21 of the UDO.

VI. PERMITTED AND PROHIBITED LAND USES:

STAFF COMMENT: There is no concern over the proposed land uses, most of which would be permitted under the County's general use zoning designation for the property (i.e. EDH-4 or EDH-5). Staff has expressed reservations with respect to the format of how permitted/prohibited land uses are listed.

a. **Manufacturing**: Land uses category associated with assembly, repair or servicing of industrial, business, or consumer machinery, equipment, products, or by-products mainly by providing centralized services for separate retail outlets. Contractors and building maintenance services and similar uses perform services off-site.

Permitted uses, by way of example and not limitation, include the following:

i. Bottling.

ii. Brewery, winery, distillery, cidery with tasting/sampling facilities and associated retail sales.

iii. Bus or rail transit vehicle maintenance or storage facility.

iv. Contractors storage including janitorial and building maintenance service, exterminator, or other maintenance yard or facility, building, heating, plumbing, landscaping or electrical contractor and others who perform services off-site, but store equipment and materials or perform fabrication or similar work on-site.

v. Food and beverage products.

vi. Lawn, tree or garden service.

vii. Laundry, dry-cleaning, and carpet cleaning plants.

viii. Leather and leather products except tanning.

ix. Sheet metal, welding, machine, tool repair shop or studio.

x. Stone, clay, glass, and concrete products.

xi. Woodworking, including cabinet makers and furniture manufacturing.

xii. Fabricated metal products and machinery.

xiii. Industrial sign-making.

xiv. Leather and leather products includes tanning and finishing.

STAFF COMMENT: This allowance appears inconsistent with the use described in viii. above.

xv. Manufactured or modular housing sales.

xvi. Primary metal manufacturing.

b. **Light Manufacturing**: Land use category associated with facilities conducting light manufacturing operations within a fully-enclosed building.

Permitted uses include by way of example and no limitation, the following:

i. Clothing, textile apparel manufacturing.

ii. Facilities engaged in the assembly, design, repair or testing of: analyzing or scientific measuring instruments; semiconductor and related solid state devices, including but not limited to clocks, integrated microcircuits; jewelry, medical, musical instruments, photographic or optical instruments; and timing instruments.

iii. Office showroom/warehouse.

iv. Printing, publishing, and lithography.

v. Production of artwork and toys, graphic design sign-making, movie production facility, photofinishing laboratory.

vi. Repair of scientific or professional instruments and electric motors.

c. **Research and Development**: Land use category associated with facilities focused primarily on the research and development of new products. This includes associated manufacturing operation(s) for said products.

Permitted uses include by way of example and not limitation the following:

i. Laboratories, offices and other facilities used for research and development by or for any individual, organization or concern, whether public or private.

ii. Prototype production facilities that manufacture a limited amount of a product in order to fully investigate the merits of such a product.

iii. Pilot plants used to test manufacturing processes planned for use in production elsewhere.

d. **Warehousing/Storage**: Land use category associated with facilities providing separate storage areas for personal or business use designed to allow private access by the tenant for storing or removing personal property.

Permitted uses include by way of example and not limitation the following:

i. Warehouse, self-service.

ii. Fully enclosed indoor multi-story storage.

iii. Mini-warehouse.

e. **Warehousing/Distribution Services**: Land use category associated with facilities involved in the storage or movement of goods for themselves or other firms. Goods are generally delivered to other firms or the final consumer with little on-site sales activity to customers.

Permitted uses include by way of example and not limitation the following:

i. Bulk storage, including nonflammable liquids, cold storage plants, including frozen food lockers, household moving and general freight storage, separate warehouse used by retail store such as furniture or appliance store.

ii. Commercial packing for fruits and vegetables.

iii. Distribution facility, central postal facility.

iv. Freight, service facility.

v. Parcel services.

vi. Transfer and storage business where there are no individual storage areas or where employees or automation are the primary movers of the goods to be stored or transferred.

vii. Trailer storage, drop off lot.

viii. Truck or motor freight terminal, cross-docking or service facility.

ix. Trucking operation.

x. Warehouse.

f. **Wholesale Trade**: Land use category associated with facilities involved in the sale, lease, or rent of products to industrial, institutional or commercial businesses. The use emphasizes on-site sales or order-taking and often includes display areas. Businesses may or may not be open to the general public. Products may be picked up on-site or delivered to the customer.

Permitted uses include by way of example and not limitation the following:

i. Mail-order house.

ii. Sale or rental of machinery, equipment, heavy equipment, building materials, special trade tools, welding supplies, machine parts,

electrical supplies, plumbing supplies, janitorial supplies, restaurant equipment and store fixtures.

iii. Wholesale sales of food, clothing, auto parts, building hardware and similar products.

g. **Other Facilities**: including by way of example and not limitation, the following:

i. Customary Accessory Uses to Principal land uses developed on-site

ii. Government Facilities and Office Buildings

iii. Government Protective Services

iv. Bus Passenger Shelter,

v. Surface and structure parking as principal use

vi. Mail kiosks for central mail pick-up,

vii. Elevated Water Storage Tanks.

viii. Public open space for use of on-site businesses, employees of same, and customers rather than the general public.

ix. Natural and man-made pedestrian/bicycle paths

h. **Prohibited Land Uses**: The following land use categories and/or specific land uses are expressly prohibited from developing within the Project:

i. Animal Slaughtering and Processing;

ii. Vegetable Fats/Oil Manufacturing and Processing;

iii. Concrete Batching Plant;

iv. Leather and Hide Tanning;

STAFF COMMENT: Staff agrees the use should be prohibited. Having said that there is language in the proposed allowable uses indicating such operation(s) would be permitted. The applicant will need to clarify.

v. Petroleum and Coal Processing, Preparation, and Distribution including but not limited to Asphalt Plants;

vi. Pulp, Paper, and Paperboard Mills;

vii. Sawmills;

viii. Uranium Mining;

STAFF COMMENT: Staff suggests ‘Mining’ in general be prohibited. As written, it could be argued non-uranium mining operations would be allowed.

ix. Landfills;

x. Body alteration (i.e. tattoo artist, body piercing, etc.);

xi. Cemetery;

xii. Crematoria;

xiii. Funeral Home;

xiv. Pawnshop/Payday Loan.

xv. Junk/Salvage yard;

xvi. Massage Business;

xvii. Sexually Oriented Business;

VII. UTILITIES:

a. Development within the Project shall be served by public water and sewer services as provided and maintained by the Town of Hillsborough; additional and/or alternative water and/or wastewater systems shall not be permitted.

b. A written, signed agreement between a developer, Orange County, and the Town of Hillsborough shall be executed describing the timing, phasing, design, and financing of public water distribution and public sanitary sewer collection mains;

c. Water systems and water pressure shall comply with all applicable Town of Hillsborough utility standards, building, and fire codes based on the proposed land use;

d. Sizing/looping of utility lines shall be based on the proposed development, including water flow test data and shall be reviewed and approved by County staff, Town of Hillsborough Planning Director, and the Town of Hillsborough Utility Director;

e. Fire-flow test(s) of all installed hydrants shall be conducted, in coordination with the Town of Hillsborough and Orange County Emergency Services, to ensure compliance with applicable State Fire Code standards.

VIII OTHER:

a. No permanent fuel or chemical storage shall occur within 30 ft. of a floodplain/stream buffer established consistent with the provisions of Section 6.13 of the County UDO.

b. A minimum of 2 electrical vehicle charging stations shall be installed for every building constructed on-site. Additional stations may be proposed as part of the site plan review process.

STAFF COMMENT: Added to address Planning Board comment(s) from August 5, 2020 meeting.