Orange County
Board of Commissioners

Agenda

Virtual Business Meeting
September 15, 2020
7:00 p.m.

Note: Background Material on all abstracts available in the Clerk's Office

Due to current public health concerns, the Board of Commissioners is conducting a Virtual Business meeting on September 15, 2020. Members of the Board of Commissioners will be participating in the meeting remotely. As in prior meetings, members of the public will be able to view and listen to the meeting via live streaming video at orangecountync.gov/967/Meeting-Videos and on Orange County Gov-TV on channels 1301 or 97.6 (Spectrum Cable).

In this new virtual process, there are two methods for public comment.

- Written submittals by email
- Speaking during the virtual meeting

Detailed public comment instructions for each method are provided at the bottom of this agenda. (**Pre-registration is required.)**

Compliance with the "Americans with Disabilities Act" - Interpreter services and/or special sound equipment are available on request. Call the County Clerk's Office at (919) 245-2130. If you are disabled and need assistance with reasonable accommodations, contact the ADA Coordinator in the County Manager's Office at (919) 245-2300 or TDD# 919-644-3045.

1. Additions or Changes to the Agenda

PUBLIC CHARGE

The Board of Commissioners 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 the commissioners. At any time should a member of the Board or the public fail to 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 BOCC 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.

Arts Moment – No Arts Moment will be available for this meeting.

2. Public Comments (Limited to One Hour)

(We would appreciate you signing the pad ahead of time so that you are not overlooked.)

a. Matters not on the Printed Agenda (Limited to One Hour – THREE MINUTE LIMIT PER SPEAKER – Written comments may be submitted to the Clerk to the Board.)

Petitions/Resolutions/Proclamations and other similar requests submitted by the public will not be acted upon by the Board of Commissioners at the time presented. All such requests will be referred for

Chair/Vice Chair/Manager review and for recommendations to the full Board at a later date regarding a) consideration of the request at a future Board meeting; or b) receipt of the request as information only. Submittal of information to the Board or receipt of information by the Board does not constitute approval, endorsement, or consent.

b. Matters on the Printed Agenda
(These matters will be considered when the Board addresses that item on the agenda below.)

3. Announcements, Petitions and Comments by Board Members (Three Minute Limit Per Commissioner)

4. Proclamations/ Resolutions/ Special Presentations

a. Resolution Supporting the Decriminalization of Marijuana

5. Public Hearings

a. Zoning Atlas Amendment – Master Plan Development Conditional Zoning District (MPD-CZ) for the Research Triangle Logistics Park (RTLP)
b. Zoning Atlas Amendment – Parcels off Old NC Highway 86 (District 2 of Settlers Point MPD-CZ)
c. 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)
d. Public Hearing on CDBG-CV Grant Application for Emergency Housing Assistance

6. Regular Agenda

a. Proposed Naming of the Whitted Building Meeting Room as the Donna Baker Boardroom
b. Orange County's Recommendations Regarding Goals for Inclusion in the North Carolina Association of County Commissioners' (NCACC) 2021-2022 Legislative Goals Package

7. Reports

8. Consent Agenda

- Removal of Any Items from Consent Agenda
- Approval of Remaining Consent Agenda
- Discussion and Approval of the Items Removed from the Consent Agenda

a. Minutes - None
b. Submission of 2021 Reappraisal Schedules of Values
c. Amendment to and Renewal of Health Services Agreement with Southern Health Partners for Medical Services at the Orange County Detention Center
d. Designation of Orange County Agent for FEMA Public Assistance
e. Approval of Driveway Easement Extending from Jacobs Trail
f. City of Durham's Teer Quarry Reservoir – Resolution of Support from Orange County for Reclassifying a Segment of the Eno River for Water Supply in Durham County
g. Appointment of Interim Clerk
h. Citizen Participation Plan for Federal Housing/Community Development Funds

9. **County Manager's Report**

10. **County Attorney's Report**

11. ***Appointments**

    a. Appointments to the Cardinal Innovations Community Advisory Council

12. **Information Items**

- September 1, 2020 BOCC Meeting Follow-up Actions List
- Memorandum Regarding Orange County Transit Plan – Transit Summit #1

13. **Closed Session**

14. **Adjournment**

Note: Access the agenda through the County's web site, www.orangecountync.gov

***Subject to Being Moved to Earlier in the Meeting if Necessary**

Orange County Board of Commissioners' meetings and work sessions are available via live streaming video at orangecountync.gov/967/Meeting-Videos and Orange County Gov-TV on channels 1301 or 97.6 (Spectrum Cable).

Public Comment Instructions

Public Comment – Written
(for Items not on the Agenda, Agenda Items and Public Hearings)

Members of the public may provide written public comment by submitting it to the ocbocc@orangecountync.gov email address by 3:00 PM on the afternoon of the meeting.

When submitting the comment, include the following:

- The date of the meeting
- The agenda item (example: 6-a) you wish to comment on
- Your name, address, email and phone number

The Orange County Board of Commissioners, County Manager, County Attorney and Clerk to the Board, will be copied on all of the emails that are submitted.

Public Comment – Verbal
(for Items not on the Agenda, Agenda Items and Public Hearings)

Members of the public will be asked to contact the Clerk to the Board using the email address ocpubliccomment@orangecountync.gov no later than 3:00 PM on the day of the meeting and indicate they wish to speak during the meeting.

When submitting the request to speak, include the following:

- The date of the meeting
- The agenda item (example: 6-a) you wish to speak on
- Your name, address, email and phone number
- The phone number must be the number you plan to call in from if participating by phone

Prior to the meeting, speakers will be emailed a participant link to be able to make comments during the live meeting. Speakers may use a computer (with camera and/or microphone) or phone to make comments. Speakers using the phone for comments must use the provided PIN/Password number.

The public speaker's audio and video will be muted until the BOCC gets to the respective agenda item(s). Individuals who have pre-registered will then be brought into the public portion of the meeting one at a time.

If a member of the public encounters any concerns prior to or during the meeting related to speaking, please contact Greg Wilder at 919-245-2314.

ORANGE COUNTY
BOARD OF COMMISSIONERS

ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 4-a

SUBJECT: Resolution Supporting the Decriminalization of Marijuana

DEPARTMENT: Board of Commissioners

ATTACHMENT(S):	**INFORMATION CONTACT:**
Draft Resolution	BOCC Chair Penny Rich, (919) 245-2126

PURPOSE: To consider a proposed Resolution Supporting the Decriminalization of Marijuana.

BACKGROUND: BOCC Chair Penny Rich submitted a petition at the Board's September 1, 2020 Business meeting proposing that the Board consider a resolution supporting the decriminalization of marijuana.

Chair Rich has provided the attached draft resolution for Board consideration.

FINANCIAL IMPACT: There is no financial impact associated with this item.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goal is applicable to this item:

- **GOAL: FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**
  The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender or sexual orientation; national origin or ethnic background; age; military service; disability; and familial, residential or economic status.

ENVIRONMENTAL IMPACT: There is no Orange County Environmental Responsibility Goal impact associated with this item.

RECOMMENDATION(S): The Manager recommends that the Board consider the proposed resolution, and if approved, authorize the Chair to sign the resolution.

ORANGE COUNTY BOARD OF COMMISSIONERS

A RESOLUTION SUPPORTING THE DECRIMINALIZATION OF MARIJUANA

WHEREAS, The current prohibition of marijuana in North Carolina has caused the needless arrest and incarceration of thousands of individuals, predominantly people of color, for nonviolent crimes, at great social and economic cost despite the fact that people of color and whites use marijuana at the same rates, and

WHEREAS, According to an American Civil Liberties Union study, as a result of disparate enforcement, Black North Carolinians are over three times more likely to be arrested for marijuana possession, and

WHEREAS, an arrest for possession of marijuana can have an impact on housing, student loans, future employment, child custody determinations and many other circumstances; and

WHEREAS, Studies also show that criminalization has not protected public health, in terms of adverse effects of marijuana itself or in deterring substance abuse and addiction; and

WHEREAS, Marijuana legalization is sound public policy, necessary to address the health and societal impacts of marijuana criminalization and the inequitable implementation of incarceration-based policies, and

WHEREAS, the most recent Public Policy Polling results show North Carolinians support marijuana legalization by a margin of 48% to 42%;

NOW THEREFORE BE IT RESOLVED THAT the Orange County Board of Commissioners supports the decriminalization of marijuana in North Carolina and state legislation to legalize the distribution, sale, and use of marijuana products pursuant to regulatory and taxation frameworks designed to ensure appropriate use (including through age and other evidence-based restrictions) for recreational and medical purposes while providing treatment for substance abuse;

BE IT FURTHERMORE RESOLVED that the Board believes such legislation should also provide for the expungement of records for individuals previously convicted of crimes of distribution, possession, or use of marijuana products;

BE IT FURTHER RESOLVED that the Board believes funds from the taxation of marijuana sales should be used for the benefit of the communities most impacted by the incarceration of people for behavior that society is legalizing, including the investment of marijuana sales tax revenues for job training, reentry services, diversion programs, legal aid, literacy programs, youth mentoring and substance use treatment;

AND BE IT FURTHER RESOLVED THAT the Orange County Board of Commissioners requests that the North Carolina General Assembly advocate for federal legislation to end the prohibition of marijuana at the federal level, with its removal from the Controlled Substance Act, and the expungement of records for those previously convicted of federal crimes for the distribution, possession, or use of marijuana, as well as authorize state legalization policies and enabling the use of marijuana for medical purposes, including in federally funded programs.

This the 15th day of September, 2020.

_____

Penny Rich, Chair
Orange County Board of Commissioners

ORANGE COUNTY
BOARD OF COMMISSIONERS
ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 5-a

SUBJECT: Zoning Atlas Amendment – Master Plan Development Conditional Zoning District (MPD-CZ) for the Research Triangle Logistics Park (RTLP)

DEPARTMENT: Planning and Inspections

ATTACHMENTS:

1. Application Package
2. Vicinity and Current Zoning Maps
3. Future Land Use and Growth Management Systems Maps
4. Central Orange Coordinated Area (COCA) Land Use Plan Map
5. Matrix Comparing RTLP Project with County Regulations and Settlers Point
6. Project Correspondence
7. Notes from Neighborhood Information Meeting
8. Excerpts of Planning Board Minutes from August 5 and 19, 2020 and Statement of Consistency
9. Notification Materials and Certification
10. Statement of Consistency
11. Draft Conditions of Approval
12. Frequently Asked Questions (FAQ)

Available Separately – Full size copies of maps available on-line as detailed herein.

INFORMATION CONTACT:

Michael D. Harvey, Planner III, (919) 245-2597
Craig Benedict, Director, (919) 245-2592

PURPOSE: To hold a public hearing, receive the Planning Board/staff recommendation and public comment, close the public hearing, and schedule action for a specific future date on applicant initiated Zoning Atlas Amendments for parcels within the Hillsborough Township of Orange County.

Specifically, Terra Equity, Incorporated is seeking to rezone 3 parcels west of Old NC Highway 86/south of Interstate 40 to Master Plan Development Conditional Zoning (MPD-CZ) district.

A copy of the application is contained in Attachment 1. Attachment 2 contains a vicinity map of the subject parcels. The complete application package, including full size maps, is available on the County website at: https://www.orangecountync.gov/1722/Current-Interest-Projects.

BACKGROUND: On January 23, 2018 the Orange County Board of Commissioners (BOCC) approved a zoning atlas amendment creating a Master Plan Development Conditional Zoning (MPD-CZ) district referred to as Settlers Point (materials from that meeting are available at: http://server3.co.orange.nc.us:8088/weblink/0/doc/49647/Page1.aspx). The approved MPD-CZ involved property on both sides of Old NC Highway 86 allowing for the development of a mixed use commercial/industrial park. Since approval, no development activity has occurred.

Staff has received an application proposing a new MPD-CZ, including 2 parcels from this previously approved project. If this application is approved, the existing MPD-CZ (Settlers Point) will cease to exist. Development of subject parcels would be consistent with this new MPD-CZ district designation.

STAFF COMMENT: A separate process is underway to rezone the eight parcels of property east of Old NC Highway 86, part of what was referred to as District 2 of the Settlers Point MPD-CZ, to an appropriate County economic development general use zoning designation. This item is also being reviewed at the BOCC's September 15, 2020 public hearing.

The basic facts concerning this application are as follows:

Applicant(s):

Terra Equity, Incorporated
Attn. Frank Csapo
3810 Springhurst Blvd
Suite 120
Louisville, KY 40241

Agent(s):

Michael Birch
Longleaf Law Partners
4509 Creedmoor Rd.
Suite 302
Raleigh, NC 27612

Kimley-Horn
421 Fayetteville St.
Suite 600
Raleigh, NC 27601

Santec Consulting
(Traffic Engineers)
801 Jones Franklin Rd.
Suite 300
Raleigh, NC 27606

Parcel Information:

A. **Parcels and Current Zoning**: Subject parcels, identified utilizing Orange County Parcel Identification Numbers (PIN), are:

1. PIN 9863-71-8857: An approximately 90 acre parcel zoned MPD-CZ (Settlers Point) and Major Transportation Corridor (MTC) Overlay District;
2. PIN 9863-91-6573: An 80 acre parcel zoned:
   - Approximately 60 acres (south of Interstate 40) zoned MPD-CZ (Settlers Point);
   - Approximately 20 acres (north of Interstate 40) zoned Economic Development Hillsborough Limited Officer (EDH-2).

   Major Transportation Corridor (MTC) Overlay District.
3. PIN 9862-99-8894: An approximately 12 acre parcel split zoned Rural Residential (R-1) and Rural Buffer (RB).

   NOTE: The small portion of this parcel zoned RB,

approximately 26,000 sq.ft. in area along Davis Road, is not proposed to be rezoned. It will remain zoned RB.

None of the subject properties are located within a Watershed Protection Overlay District.

B. **Size**: If approved, the new MPD-CZ district would be approximately 161 acres in area.

C. **Township**: Hillsborough

D. **Future Land Use Map (FLUM) Designation**:

- PIN(s) 9863-71-8857 and 9863-91-6573 - Economic Development Transition Activity Node
- PIN 9862-99-8894 – Rural Residential

STAFF COMMENT: A separate process is underway to change the FLUM designation of this property. This proposal will be reviewed at the BOCC's September 15, 2020 public hearing.

For more information please refer to the FLUM map contained in Attachment 3.

E. **Growth Management System Designation**:

- PINs 9863-71-8857 and 9863-91-6573 – Urban Designated;
- PIN 9862-99-8894 – Residential Designated.

STAFF COMMENT: A separate process is underway to change the designation of this property.

For more information please refer to the Growth Management Systems map contained in Attachment 3.

F. **Existing Conditions/Physical Features**: Varying topography with significant wooded areas and water features (i.e. ponds, streams, and floodplain).

G. **Roads**: Project proposes 2 access points off of Service Road (south of Interstate 40) and Davis Road (south of PIN 9862-99-8894). Both of these roads are maintained by the NC Department of Transportation.

H. **Water and Sewer**: Utility lines, to be maintained by the Town of Hillsborough, will be extended under Interstate 40 to serve the project.

Surrounding Land Uses:

- NORTH: Interstate 40; agricultural operation and single-family residential property zoned Economic Development Hillsborough Limited Office (EDH-2) and Rural Residential (R-1) approximately 110 acres in area.

- SOUTH: Davis Road; Hillsborough United Methodist Church; Undeveloped property; Single-family residential property zoned Rural Residential (R-1) ranging in size from 2 to 12 acres.
- EAST: Single-family residential and undeveloped property zoned Economic Development Hillsborough Limited Office (EDH-2) ranging in size from 1 to 12 acres; Old NC Highway 86.
- WEST: Single-family residential and undeveloped property zoned Rural Residential (R-1) ranging in size from 1-½ to 50 acres.

MPD Conditional Zoning (CZ) Process: Involves approval of a rezoning petition and a master development plan allowing for the development of a specific land use categories. Applications are processed in a legislative manner (i.e. does not require sworn testimony or evidence) and decisions are based on the BOCC's determination that the project is consistent with the purpose and intent of the Comprehensive Plan.

As this is a MPD-CZ proposal, a formal site plan is not required to be submitted as part of the rezoning approval. Applicants are required to produce a master concept plan consistent with the provisions of Section 6.7 of the UDO.

The application package was posted to Planning's website on or about June 19, 2020 and can be accessed at: https://www.orangecountync.gov/1722/Current-Interest-Projects.

Development Process, Schedule, and Action: The typical cadence for the review of a CZ application is:

- **First Action** – Planning staff schedules a Neighborhood Information Meeting (NIM).

  Staff Comment – DONE. This meeting was held in an on-line format on July 15, 2020. Notes from this meeting are contained within Attachment 7.

- **Second Action** – The Planning Board reviews the application at a regular meeting and makes a recommendation to the BOCC.

  Staff Comment - DONE. The Planning Board began review of the project at its regular August 5, 2020 meeting, which was adjourned to a special meeting on August 19, 2020 to allow for continued discussion. Excerpts of minutes from both meetings are contained in Attachment 8.

- **Third Action** – The BOCC receives the Planning Board recommendation and makes a decision at an advertised public hearing.

  Staff Comment – Being held on September 15, 2020.

  NOTE: As the public hearing is being held remotely, there is a 24-hour waiting period required before the BOCC can make a decision, per State legislation. The purpose of the 24-hour waiting period is to allow for submission of written comments.

Per Section 2.9.2 (F) (3) of the UDO, mutually agreed upon conditions can be imposed as part this process only if they address:

1. The compatibility of the proposed development with surrounding property,

2. Proposed support facilities (i.e. roadways and access points, parking, pedestrian and vehicular circulation systems, screening and buffer areas, etc.) and/or
3. All other matters the County may find appropriate or the petitioner may propose.

If approved, the Zoning Atlas will be amended and the zoning designation of the property shall be changed to MPD-CZ. Development, including permitted land uses, would be in accordance with the approved development proposal and all conditions imposed as part of the zoning atlas amendment process.

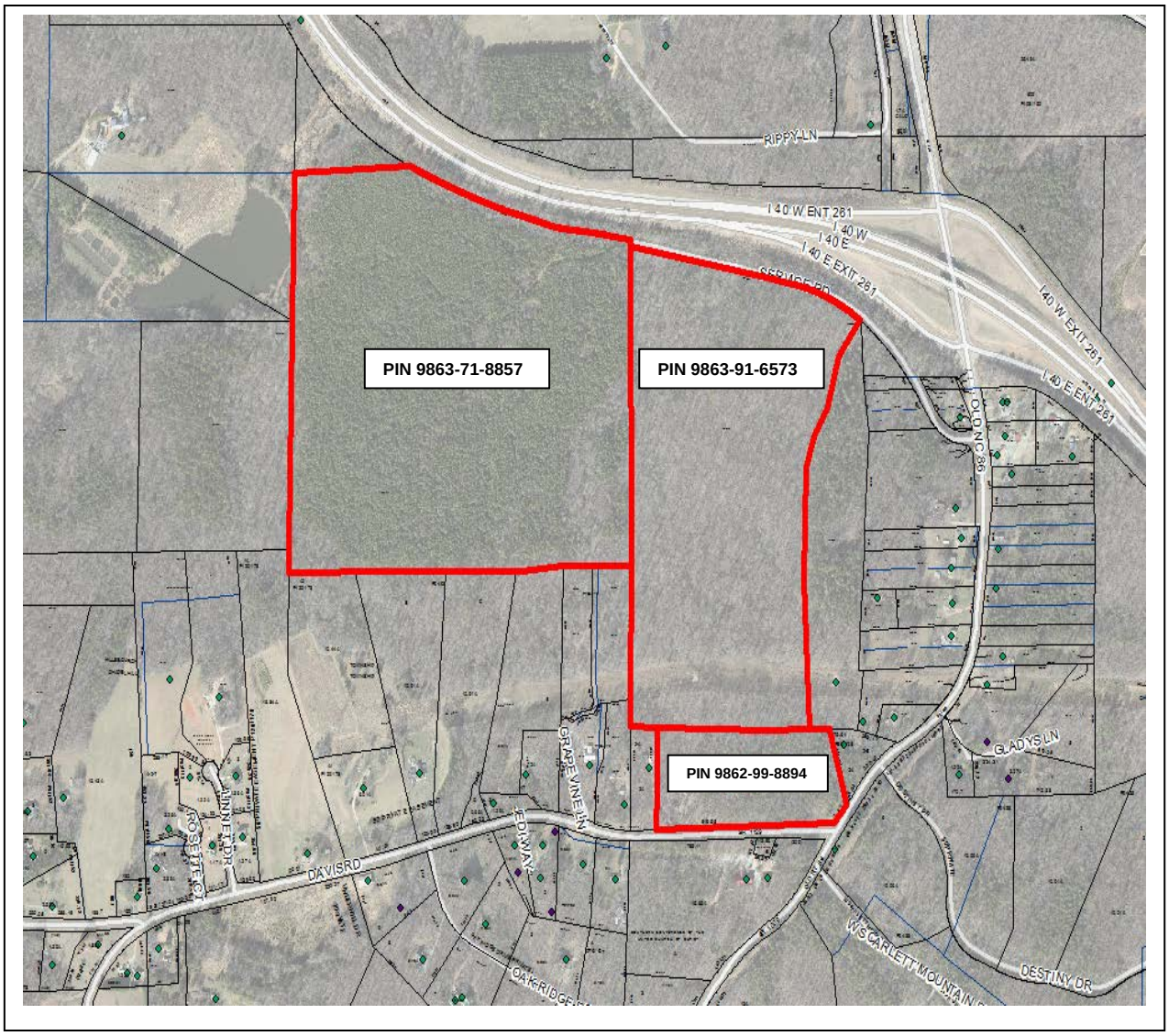
Development of the various parcel(s) shall only be permitted through the review and approval of site plan application(s) in accordance within Section 2.5 of the UDO. Staff is responsible for verifying all imposed conditions are adhered to and allow for final peer review by members of the Development Advisory Committee (DAC) as detailed within Section 1.9 of the UDO.

Proposal: The applicant is proposing to rezone the 3 identified parcels to a new MPD-CZ district allowing for the development of a new master planned project, referred to as the Research Triangle Logistics Park (RTLP) summarized as follows:

1. Construction of approximately 2,250,000 sq.ft. of building area supporting non-residential development;
2. Preservation of approximately 41 acres (25%) of land as open space.
3. Permitted land uses within the new MPD-CZ district would include:
    a. Health technology,
    b. Information sciences and engineering,
    c. Advanced and light manufacturing,
    d. Scientific research and laboratories,
    e. Logistics/supply operations,
    f. Warehousing and supply chain fulfillment services.

    The applicant has also provided a list of land uses that would be strictly prohibited within the new district;
4. Vehicular access would be through Service Road, running parallel with Interstate 40, and Davis Road;
5. Buildings would observe a 6 story height limit consistent with County regulations. Accessory structures (i.e. water tower, telecommunication tower, etc.) may be higher.
6. The applicant is proposing imposition of development and design standards (i.e. architectural design, signage, internal and external setback limits, height limits, landscaping/buffer standards, outdoor lighting standards, erosion control/stormwater, etc.) governing overall development of the project if the MPD-CZ district is approved by the County.

Map of Subject Parcels



Staff has included a Frequently Asked Questions (FAQ) document outlining various aspects of the project in Attachment 12.

> STAFF COMMENT: As previous indicated herein, 2 of the subject parcels are already located within the Economic Development Transition Activity Node. Staff is proposing to change the designation of the 12 acre parcel off Davis Road from Rural Residential to Economic Development Transition as well. This change is consistent with previous recommendations made by staff concerning the expansion of the County's economic development area south of Interstate 40.

Access: As previously indicated herein, access for the project would be off of Service Road (south of Interstate 40) and Davis Road (south of PIN 9862-99-8894). An internal road network system, privately maintained, would provide access to individual land uses. The applicant is proposing pedestrian paths/walkways allowing access between the anticipated land uses.

The submitted Transportation Impact Analysis (TIA) identifies internal and external roadway improvements that will be required. This includes the signalization of existing and proposed intersections.

STAFF COMMENT*:* Both Planning and NC Department of Transportation (NC DOT) staff have reviewed the proposal. Comments from County staff are contained in Attachment 6.

The TIA indicates a secondary access point serving the project shall be necessary given the anticipated intensity of the project, which NC DOT staff have determined Service Road is unable to support. At this time the applicant is proposing to use Davis Road to address this need.

Staff has expressed concern over anticipated access onto Davis Road. The TIA for the project identified upgrades intended to ameliorate potential impacts to adjacent property owners. This includes installation of a traffic light at the intersection of Davis Road and Old NC Highway 86.

Staff has recommended the imposition of various condition(s) to address access management issues as contained in Attachment 11.

Land Uses: As previously indicated herein, the applicant is proposing various land uses focusing on warehousing/supply chain fulfillment services, research/development, and manufacturing activities. The proposal also includes a list of prohibited land uses. As part of the MPD-CZ process, only those approved land use categories can be developed within the project consistent with applicable development standards.

STAFF COMMENT*:* Proposed uses are consistent with:

- The existing MPD-CZ for Settlers Point;
- Previous general use zoning district designation(s) for the parcels south of Interstate 40, specifically Economic Development Hillsborough (EDH-5);
- Section 5.2 *Table of Permitted Uses* of the UDO; and
- Anticipated land uses for the area as reflected within the adopted Orange County Comprehensive Plan and the Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan

Several comment(s) have been made insinuating the applicant is not providing sufficient/specific information on the actual 'tenants' for the project. It has been suggested the County should deny the project unless/until specific tenants can be identified for public scrutiny and approval.

Land use and zoning processes do not allow/require the level of scrutiny sought by the general public (i.e. veto power on specific tenants). The applicant is obligated to identify those land use categories it is seeking approval from the County to develop but are not obligated/required to provide a site specific development plan identifying actual 'tenants' for approval.

Through this process, the County is essentially creating a new zoning district with mandatory development standards/criteria governing actual development activities. The County does have the ability to comment/make conditions on proposed land use categories (i.e. manufacturing land uses, research land uses, professional office land uses, etc.) but does not have the ability to compel the applicant's identify specific clients or reject same.

If there is a concern over a particular activity, the BOCC can impose conditions addressing same.

As an example: an applicant may propose to develop land uses falling into the *Manufacturing, Assembly, Processing of Food Items* land use category. The BOCC has the ability to take the position that these are acceptable land uses for a project, but impose a condition prohibiting certain sub-category food manufacturing land uses such as slaughter operations and/or seafood processing facilities, due to anticipated impacts.

Utilities: The project is proposed to be served by public water and sewer systems owned by the Town of Hillsborough. Orange County is continuing to work with the Town to install a new sewer line under Interstate 40. This work is consistent with a recently approved inter-local utility agreement between Orange County and the Town of Hillsborough. Consistent with this agreement, the project will be allotted approximately 108,000 gallons of water/wastewater disposal daily.

Erosion Control/Stormwater Regulations: The applicant has indicated the project will abide by existing stormwater, Section 6.14, and erosion control, Section 6.15, regulations of the UDO.

Land Use Buffers/External Setbacks: The applicant is proposing:

- PIN 9863-71-8857:
    - 25 ft. buffer along Service Road;

      STAFF COMMENT: Staff has recommended a 30 ft. Type A buffer along Service Road.

    - 100 ft. building setback with a 50 ft. perimeter undisturbed buffer along the western/southern property line. Parking/loading area/drive-aisles would observe a 50 ft. setback from the property line;

      STAFF COMMENT: Section 6.8.12 of the UDO would typically require a 100 ft. perimeter, undisturbed, land use buffer along the western property line.

- PIN 9863-91-6573:
    - 25 ft. buffer along Service Road;

      STAFF COMMENT: Staff has recommended a 30 ft. Type A buffer along Service Road.

    - 50 ft. perimeter buffer along the eastern property line. Parking/loading area/drive-isles would be located within this area.

      STAFF COMMENT: Per Section 6.8.12 (C) of the UDO, land use buffers are based on proposed development as well as existing land use(s) on the adjacent parcel. Along the eastern property line the required land use buffer, presuming development on the subject parcel is manufacturing/warehouse space, would range from 20 to 40 ft. in width.

      Further, Section 6.8.7 (D) (1) (a) of the UDO requires parking areas to observe a: *landscape area at least ten feet in width, exclusive of drainage and/or utility easements, shall be provided between the vehicular use areas and the right of way or adjacent property line*.

- PIN 9862-99-8894:
    - 100 ft. perimeter structure buffer. Parking/loading area/drive-aisles would be allowed as shown on the concept plat;

- 30 ft. Type A land use buffer along Davis Road.

  STAFF COMMENT: Staff recommended a 100 ft. perimeter, undisturbed, land use buffer with no development activity permitted. The portion of this property zoned RB would remain as undisturbed open space.

- Floodplain buffers shall be in accordance with the provisions of Section 6.13 of the UDO (i.e. buffer would be measured from the edge of the 1% area of annual inundation (i.e. the historic 100-year flood zone) and range from 65 to 80 ft. based on slope;

  STAFF COMMENT: There has been discussion about reducing the required floodplain buffer to 50 ft. as a means of securing the 100 ft. undisturbed perimeter buffer suggested by staff.

- MTC Buffer: The applicant is proposing to abide by the standards contained in Section 6.6.4 of the UDO including development of 'visual breaks' within the buffer (Section 6.6.4 (A) (5) of the UDO would allow for eliminating 50% of the MTC buffer to create visual breaks).

  STAFF COMMENT: The applicant's proposed disturbance would be consistent with existing allowances within the UDO.

Staff has recommended the imposition of various condition(s) to address land use buffers/external setback issues as contained in Attachment 11.

Solid Waste: The applicant has indicated development within the project shall abide by the Orange County Solid Waste Management Ordinance.

Environmental Assessment (EA): The applicant completed the EA for this project as required under Section 6.16 of the UDO. The EA indicates:

- Project will not impact any environmentally sensitive areas;
- Preservation of existing hardwoods would occur outside of proposed development areas;
- No grading activities would occur within the floodplain other than utility/road crossings as permitted within the UDO;
- No historically significant or archeologically significant areas have been denoted on the properties.

Staff has recommended the imposition of various condition(s) to address environmental issues as contained in Attachment 11.

Other pertinent information concerning the proposed MPD-CZ are as follows:

- Future Land Use Map (FLUM) Designation: PIN(s) 9863-71-8857 and 9863-91-6573 are located within an Economic Development Transition Activity Node.

  PIN 9862-99-8894 (Davis Road) is located within the Rural Residential land use category. A separate process is underway to change the FLUM designation of this property to Economic Development Transition Activity Node.

  The FLUM can be accessed utilizing the following link:

  http://www.orangecountync.gov/DocumentCenter/View/4054/Future-Land-Use-Map-PDF.

- Comprehensive Plan: Per Appendix F, "*Relationships Between Land Use Categories and Zoning Districts Matrix*" of the adopted Orange County Comprehensive Plan, the

MPD-CZ district is a permissible zoning designation for property located within an Economic Development Transition Activity Node.

For more information on the definition of activity node, and to review the allowed zoning designations permitted within same, the Comprehensive Plan can be accessed utilizing the following link:

http://www.orangecountync.gov/1242/2030-Comprehensive-Plan.

- Growth Management System Map Designation: PIN(s) 9863-71-8857 and 9863-91-6573 are located within an Urban designated area while the parcel on Davis Road is located within a Rural Designated area. If the FLUM amendments (above) are approved, the designation of the 12 acre parcel will automatically change to "Urban".

  STAFF COMMENT: The Growth Management System Map is a tool utilized by staff to identify permit review thresholds for residential (i.e. subdivision) projects.

- Water and Sewer Management, Planning and Boundary Agreement (WASMPBA): The parcels are located within the Hillsborough Primary Service Area meaning public utilities (i.e. water and sewer) could be extended. Public utility service would be provided by the Town of Hillsborough. The document can be accessed utilizing the following link:

  http://www.orangecountync.gov/DocumentCenter/View/4190/Water-and-Sewer-Management-Planning-and-Boundary-Agreement-PDF.

- Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan: These parcels are designated as being located within the following COCA land use categories:

  - PINs: 9863-71-8857 and 9863-91-6573: Employment
  - PIN 9862-99-6573 – Recommended to be Suburban Office.

  The recommended zoning designation/proposed land uses would allow development consistent with the intent of COCA. For more information on the COCA land use categories, please refer to Attachment 4.

Analysis: As required under Section 2.9.2 (E) of the UDO, the Planning Director is required to: '*cause an analysis to be made of the application'* and pass that analysis on to the reviewing body. In analyzing this request, the Planning Director offers the following:

1. The application is complete in accordance with the requirements of Section 2.9.2 (C) of the UDO;
2. The proposal appears consistent with the various goals outlined within the Comprehensive Plan concerning development, including:
   a. Land Use Overarching Goal: *Coordination of the amount, location, pattern, and designation of future land uses, with availability of County services and facilities sufficient to meet the needs of Orange County's population and economy consistent with other Comprehensive Plan element goals and objectives.*
   b. Land Use Goal 2: *Land uses that are appropriate to on-site environmental conditions and features and that protect natural resources, cultural resources, and community character.*
   c. 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.*

d. 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.*

e. Economic Development Objective ED-2.1: *Encourage compact and higher density development in areas served by water and sewer*.

f. Economic Development Objective ED-2.10: *Extend public water and sewer into all three Economic Development Districts*.

3. The applicant has provided a basic environmental assessment as part of this submittal. Staff has reviewed and determined there ought to be no significant environmental impact from this project based on existing conditions;

4. Staff has determined that the proposed development is consistent with existing and anticipated development within the area and the various land uses associated with the project are compatible.

Neighborhood Information Meeting: An on-line neighborhood information meeting for the project was held by the applicant on July 15, 2020 in accordance with Section 2.9.2 (D) of the UDO. A synopsis of comments made at the meeting can be found within Attachment 7.

Public Notifications: In accordance with Section 2.8.7 of the UDO:

- Notices were mailed via first class mail to property owners within 1,000 ft. of the subject parcels providing the date/time of the public hearing where the proposal is to be reviewed. These notices were mailed on August 28, 2020, 18 days before the meeting.
- Staff posted the subject parcels with signs indicating the date/time of the public hearing on September 4, 2020, 11 days before the meeting;
- Staff caused a legal ad advertising the date, time, location, and purpose of the BOCC public hearing to run in the *News of Orange* and the Durham *Herald-Sun* on September 2 and 9, 2020.

For more information, please refer to Attachment 9.

Courtesy Review: This request was submitted to the Town of Hillsborough as part of the courtesy review program. To date, no comments have been received other than there are no concerns over the proposed zoning atlas amendment.

Planning Board Recommendation: The Planning Board began its review of the zoning atlas amendment at its August 5, 2020 regular meeting, which was adjourned to August 19 to continue discussion. At this meeting the Board voted 6 to 4 to recommend **approval** of the Statement of Consistency (Attachment 10) and the proposed Zoning Atlas Amendment (Attachment 11) as proposed by staff. Those voting against the project cited the following concerns:

a. The Board wanted the applicant to provide the specific tenants (i.e. names, operational characteristics, etc.) within the project for 'review and approval' prior to action being taken on the zoning atlas amendment request;

b. Board members expressed concern over anticipated traffic impacts on Davis Road;

c. The project was deemed to be too intensive for the area.

Excerpts of the minutes from these meetings, as well as the Board's signed Statement of Consistency, are included in Attachment 8. Agenda materials from the meetings can be viewed at: https://www.co.orange.nc.us/AgendaCenter/Planning-Board-26.

Planning Director's Recommendation: The Planning Director recommends **approval** of the:

1. Statement of Consistency indicating the zoning atlas amendment(s) are reasonable and in the public interest as contained in Attachment 10.

   STAFF COMMENT: This presumes the land use designation of the 12 acre parcel (PIN 9862-99-8894) is changed from Rural Residential to Economic Development Transition Activity Node as detailed herein. If the aforementioned FLUM is not approved, the staff recommendation will have to be revised.

2. Ordinance amending the Zoning Atlas, as well as imposing development conditions, for the identified parcels as contained in Attachment 11.

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. Costs associated with advertising, including the public hearing notice and mailings, were paid by the applicant in accordance with the adopted Orange County Fee Schedule.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goal is applicable to this item:

- **GOAL: ESTABLISH SUSTAINABLE AND EQUITABLE LAND-USE AND ENVIRONMENTAL POLICIES**
  The fair treatment and meaningful involvement of people of all races, cultures, incomes and educational levels with respect to the development and enforcement of environmental laws, regulations, policies, and decisions. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.

ENVIRONMENTAL IMPACT: There is no Orange County Environmental Responsibility Goal impact associated with this item.

RECOMMENDATION(S): The Manager recommends the Board:

1. Receive the request;
2. Conduct the public hearing and accept comment;
3. Provide direction to staff and the applicant on any additional conditions consistent with Section 2.9.2 (F) (3) of the UDO;
4. Close the public hearing;
5. Authorize the acceptance of written comment(s) via e-mail to the Board at ocbocc@orangecountync.gov or by delivery to the Planning Department's office at 131

West Margaret Lane, Hillsborough, North Carolina 27278, until 9:00 a.m. on Thursday September 17, 2020;

STAFF COMMENT: In accordance with Session Law 2020-3 Section 4.31(a), regarding remote meetings during declared emergencies, while voting may be allowed on the night of the meeting, staff is recommending the Board vote at a subsequent meeting due to the complex nature of the project.

Session Law 2020-3 further allows the record to be supplemented by written comments on items heard at a public hearing by accepting written comments for 24 hours after the public hearing is closed. Due to the late hour at which this public hearing is expected to conclude, staff is recommending an additional period of time in excess of this 24 hour period to accept written comments.

6. Schedule a vote to approve the:
    a. Statement of Consistency (Attachment 10), and
    b. Zoning Atlas Amendment (Attachment 11)

at the Board's October 6, 2020 business meeting as recommended by the Planning Board and Planning Director. No additional public comments shall be received on this item at the October 6 business meeting.

Attachment 1

ORANGE COUNTY
NORTH CAROLINA

Orange County Planning and Inspections Department

APPLICATION FOR
ZONING ATLAS AMENDMENT
CONDITIONAL ZONING DISTRICT (CZD)

APPLICANT INFORMATION:

Date: June 6, 2020

Applicant: Terra Equity, Inc.

Phone: 502-412-2800

Address: 3810 Springhurst Boulevard, Suite 120

Cell Phone:

Louisville, KY 40241

E-mail: fcsapo@BarristerCG.com

PROPERTY SUBJECT TO REQUEST:

Parcel Identification Number (PIN): 9863718857, 9863916573, 9862998894

Address of property: I-40 Service Rd, I-40 Service Rd, Davis Rd

Owner of property: Suzanne H McGrady, Christy D Bailey et al & John O Clayton, Family Care Services Inc.

Future Land Use Designation for Property: Economic Development Transition

Current Zoning Designation: MPD-CZ & R1

Requested Zoning Designation: MPD-CZ

**** If Applicant/Owner are different people, include a signed, notarized, statement indicating that the owner has authorized the applicant to submit the request. In cases where there are multiple property owners, please attach an additional document containing their signatures authorizing the submission of the application or other legal documentation establishing the applicants right to file on their behalf. ****

SUBMITTAL INFORMATION - Section 2.9.2 (C) of the Unified Development Ordinance (UDO)

1) A site plan prepared in accordance with the provisions of Section 2.5 of the UDO. Applications for a Master Plan Development (MPD) CZD shall abide by the site plan preparation requirements outlined in Section 6.7 of the UDO.
2) All CZD applications, regardless of type, shall include a detailed landscape plan showing the location of on-site significant trees; proposed screening, buffers, and landscaping; and any proposed treatment of any existing natural features;
3) A detailed description of the proposed use of property including an outline of the proposed development. This will include a detailed summary of proposed utility services. Applications for a

Home Park (HP) CZD the utility service plan shall specify if the proposed services are temporary or permanent connections;

4) A detailed traffic survey, regardless of estimated daily trips, prepared in accordance with North Carolina Department of Transportation (NC DOT) requirements and Section 6.17 of the UDO;

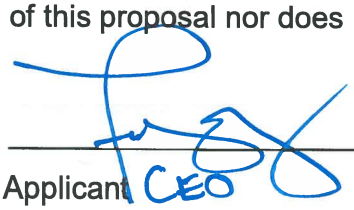
5) The appropriate environmental document(s) prepared in accordance with Section 6.16 of the UDO;

6) A schedule of construction of all elements of the proposal.

7) Other information identified during the pre-application conference deemed essential to demonstrate the project's compliance with these regulations.

8) The filing fee per the adopted Orange County fee schedule in affect as of the date of the application.

I (we), the undersigned, have been made aware of the process for the review and action associated with a UDO Zoning Atlas Amendment application and understand only completed applications, containing all information required by the Orange County UDO shall be reviewed and acted upon by the County. Further I (we) understand that any assistance I (we) may receive from County staff in preparing this application in no way guarantees a favorable recommendation by staff on the merits of this proposal nor does it guarantee an approval of the proposed atlas amendment by the County.



Applicant CEO

6-2-20

Date:

Applicant

Date:

(LAND USE, REZONING AND ENTITLEMENTS)

THIS OWNER AUTHORIZATION AND CONSENT ("**Authorization**") is made and entered into as of the date set forth below, by WILLIAM PATRICK CLAYTON, JUDITH HEWITT CLAYTON, JOHN OLIVER CLAYTON, SHIRLEY MILLER CLAYTON, OLIVIA ANN RIDGE, DAVID EUGENE RIDGE, KATHY ELIZABETH CORN, CHRISTY DEANNA BAILEY AND BRYANT LEE BAILEY (hereinafter jointly referred to as "**Owner**"), for the benefit of TERRA EQUITY, INC., a Texas corporation and/or its successors and assigns ("**Buyer**"), and ORANGE COUNTY, NORTH CAROLINA (the "**County**");

RECITALS

A. Owner is the owner of that certain real property located in Orange County, North Carolina, bearing PIN Number 9863916573 and more particularly described on Exhibit A attached hereto (the "**Property**").

B. Buyer is under contract to purchase the Property and in connection therewith has made and/or intends to make certain applications to the County for land use amendments, map amendments, rezoning, zoning amendments, site plan approval, permits, and other approvals and entitlements necessary or desired in connection with the proposed purchase and/or development of the Property (the "**Entitlement Requests**").

C. Owner has agreed to provide this Authorization to authorize and consent to the Entitlement Requests.

AUTHORIZATION AND CONSENT

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Owner hereby authorizes Buyer to make the Entitlement Requests and hereby consents to the Entitlement Requests. Buyer and the County shall be authorized to rely on this Authorization as to any and all Entitlement Requests made by Buyer.

IN WITNESS WHEREOF, Owner has caused this Authorization to be executed as of the date set forth in the notary acknowledgment below.

OWNER:

WILLIAM PATRICK CLAYTON

STATE/COMMONWEALTH OF VIRGINIA

COUNTY OF Chesterfield

I certify that the following person personally appeared before me this day, acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: OWNER.

Witness my hand and Notarial Stamp/Seal this 11th day of May, 2020.

Brenda Markle Norton
Notary Public
Print/Type Name: Brenda Markle Norton
My Commission Expires: August 31, 2022

BRENDA MARKLE NORTON
Notary Public
Commonwealth of Virginia
Registration No. 7374062
My Commission Expires Aug 31, 2022

Judith Hewitt Clayton
JUDITH HEWITT CLAYTON

STATE/COMMONWEALTH OF VIRGINIA

COUNTY OF CHESTERFIELD

I certify that the following person personally appeared before me this day, acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: OWNER.

Witness my hand and Notarial Stamp/Seal this 11th day of MAY, 2020.

Brenda Markle Norton
Notary Public
Print/Type Name: Brenda Markle Norton
My Commission Expires: August 31, 2022

BRENDA MARKLE NORTON
Notary Public
Commonwealth of Virginia
Registration No. 7374062
My Commission Expires Aug 31, 2022

JOHN OLIVER CLAYTON

STATE/COMMONWEALTH OF North Carolina

COUNTY OF ORANGE

I certify that the following person personally appeared before me this day, acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: John Oliver Clayton.

Witness my hand and Notarial Stamp/Seal this 12th day of May, 2020.

Mary W. Terry
Notary Public
Print/Type Name: Mary W. Terry
My Commission Expires: 2/23/2022

MARY W. TERRY
NOTARY PUBLIC
Orange County
North Carolina
My Commission Expires Feb 23, 2022

Shirley Miller Clayton
SHIRLEY MILLER CLAYTON

STATE/COMMONWEALTH OF North Carolina

COUNTY OF ORANGE

I certify that the following person personally appeared before me this day, acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: Shirley Miller Clayton

Witness my hand and Notarial Stamp/Seal this 12th day of May, 2020.

Mary W. Terry
Notary Public
Print/Type Name: MARY W. TERRY
My Commission Expires: 2/23/2022

MARY W TERRY
NOTARY PUBLIC
Orange County
North Carolina
My Commission Expires Feb. 23, 2022

OLIVIA ANN RIDGE

STATE/COMMONWEALTH OF SC

COUNTY OF Greenville

I certify that the following person personally appeared before me this day, acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: Olivia Ridge.

Witness my hand and Notarial Stamp/Seal this 12 day of May, 2020.

JUSTIN C. BELK NOTARY PUBLIC SOUTH CAROLINA My commission expires Sept 25, 2027

Notary Public
Print/Type Name: Justin C Belk
My Commission Expires: 9/25/27

David Eugene Ridge

DAVID EUGENE RIDGE

STATE/COMMONWEALTH OF SC

COUNTY OF Greenville

I certify that the following person personally appeared before me this day, acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: David Ridge.

Witness my hand and Notarial Stamp/Seal this 12 day of May, 2020.

JUSTIN C. BELK NOTARY PUBLIC My commission expires Sept. 25, SOUTH CAROLINA

Notary Public

Print/Type Name: Justin C Belk

My Commission Expires: 9/25/27

Kathy Elizabeth Corn
KATHY ELIZABETH CORN

STATE/COMMONWEALTH OF North Carolina

COUNTY OF Orange

I certify that the following person personally appeared before me this day, acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: Kathy Elizabeth Corn

Witness my hand and Notarial Stamp/Seal this 13th day of May, 2020.

Mary W. Terry
Notary Public
Print/Type Name: MARY W. TERRY
My Commission Expires: 2/23/2022

MARY W. TERRY
NOTARY PUBLIC
Orange County
North Carolina
My Commission Expires Feb. 23, 2022

x Christy Deanna Bailey
CHRISTY DEANNA BAILEY

STATE/COMMONWEALTH OF North Carolina

COUNTY OF
Orange

I certify that the following person personally appeared before me this day, acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: Christy Deanna Bailey

Witness my hand and Notarial Stamp/Seal this 13th day of May, 2020.

Mary W. Terry
Notary Public Print/Type Name:
MARY W. TERRY My Commission Expires: 2/23/2022

MARY W. TERRY
NOTARY PUBLIC
Orange County
North Carolina
My Commission Expires Feb. 23, 2022

x Bryant Lee Bailey
BRYANT LEE BAILEY

STATE/COMMONWEALTH OF North Carolina

COUNTY OF
Orange

I certify that the following person personally appeared before me this day, acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: Bryant Lee Bailey

Witness my hand and Notarial Stamp/Seal this 13th day of May, 2020.

Mary W. Terry
Notary Public Print/Type Name:
MARY W. TERRY My Commission Expires: 2/23/2022

MARY W. TERRY
NOTARY PUBLIC
Orange County
North Carolina
My Commission Expires Feb. 23, 2022

EXHIBIT A

Legal Description: Clayton Tract (PIN 9863916573)

Beginning from an existing North Carolina DOT public right of way monument lying on the western public right of way line of Old NC 86 and having North Carolina State Plane Coordinates E:1971004.29' & N:832984.16'; Thence along said public right of way line of Old NC 86, S 02° 30' 04" E for a distance of 223.21 feet to a point; Thence, N 86° 17' 58" W for a distance of 178.24 feet to a point on the northern public right of way line of Interstate 40; Thence along said public right of way line of Interstate 40 for the following eight (8) calls: N 86° 17' 58" W for a distance of 29.66 feet to a point; N 86° 17' 58" W for a distance of 30.47 feet to a point; N 86° 17' 58" W for a distance of 157.15 feet to a point; N 88° 38' 11" W for a distance of 416.78 feet to a point; N 88° 47' 05" W for a distance of 307.82 feet to a point; N 86° 18' 02" W for a distance of 631.39 feet to a point; N 00° 25' 18" E for a distance of 30.16 feet to a point; N 00° 17' 39" E for a distance of 101.75 feet to a point; Thence departing said public right of way line of Interstate 40, N 00° 06' 24" E for a distance of 59.96 feet to a point; Thence, N 89° 32' 50" E for a distance of 244.94 feet to a point; Thence, N 89° 39' 20" E for a distance of 1260.23 feet to a point; Thence, N 89° 45' 53" E for a distance of 4.81 feet to a point on the southern public right of way line of Rippy Lane; Thence along said public right of way line of Rippy Lane for the following three(3) calls: N 89° 45' 54" E for a distance of 30.40 feet to a point; N 89° 45' 53" E for a distance of 2.18 feet to a point; N 89° 11' 48" E for a distance of 27.42 feet to a point; Thence departing said public right of way line, S 89° 18' 57" E for a distance of 153.09 feet to a point on the western public right of way line of Old NC 86; Thence along said public right of way line of Old NC 86, S 14° 34' 45" E for a distance of 61.78 feet to the point of beginning, containing 418,803 square feet OR 9.614 acres, more or less.

Also including the following lands:

Beginning from an existing iron pipe lying on the northern public right of way line of Interstate 40 and having North Carolina State Plane Coordinates E:1972106.46' & N:832065.57'; Thence along said public right of way line of Interstate 40 for the following five (5) calls: N 44° 33' 19" W for a distance of 56.76 feet to a point; N 44° 21' 02" W for a distance of 619.63 feet to a point; N 55° 04' 38" W for a distance of 220.65 feet to the beginning of a curve; along said curve to the left through an angle of 21° 14' 48", having a radius of 562.46 feet, and whose long chord bears N 66° 57' 07" W for a distance of 207.38 feet to a point; N 46° 45' 30" W for a distance of 143.67 feet to a point on the eastern public right of way line of Old NC 86; Thence along said public right of way line of Old NC 86, N 13° 45' 31" W for a distance of 197.62 feet to a point; Thence departing said public right of way line of Old NC 86, N 89° 51' 06" E for a distance of 1023.27 feet to a point; Thence, S 01° 33' 55" W for a distance of 984.42 feet to the point of beginning, containing 534,632 square feet OR 12.273 acres, more or less.

Also including the following lands:

Beginning from an existing iron pipe lying on the western public right of way line of Old NC 86 and having North Carolina State Plane Coordinates E:1971248.81' & N:831824.34'; Thence departing said public right of way line of Old NC 86, N 88° 23' 29" W for a distance of 234.95 feet to a point on the eastern public right of way of Interstate 40, also being the beginning of a curve; Thence along said public right of way line of Interstate 40 for the following three (3) calls: along said curve to the left through an angle of 10° 27' 02", having a radius of 1176.11 feet, and whose long chord bears N 37° 34' 11" W for a distance of 214.22 feet to a point; N 49° 18' 13" E for a distance of 34.93 feet to a point; S 68° 42' 07" E for a distance of 314.67 feet to a point on the western public right of way line of Old NC 86;Thence along said public right of way line of Old NC 86, S 28° 21' 45" E for a distance of 96.45 feet to the point of beginning, containing 35,131 square feet OR 0.806 acres, more or less.

Also including the following lands:

Beginning from an existing iron rebar lying on the southern public right of way line of Interstate 40 and having North Carolina State Plane Coordinates E:1970666.61' & N:832110.92'; Thence along said public right of way line of Interstate 40 and following a curve turning to the right through an angle of 20° 07' 36", having a radius of 1115.51 feet, and whose long chord bears S 44° 31' 50" E for a distance of 389.84 feet to a point; Thence departing said right of way line of Interstate 40, N 88° 23' 29" W for a distance of 270.71 feet to a point; Thence, N 00° 35' 27" W for a distance of 270.32 feet to the point of beginning, containing 41,030 square feet & 0.942 acres, more or less.

Also including the following lands:

Beginning from an North Carolina DOT monument lying on the southern public right of way line of Interstate 40 and having North Carolina State Plane Coordinates E:1969263.63' & N:832492.10';Thence along said public right of way line of Interstate 40 for the following two (2) calls: S 78° 37' 33" E for a distance of 996.29 feet to the beginning of a curve; along said curve turning to the right through an angle of 22° 01' 48", having a radius of 1115.82 feet, and whose long chord bears S 67° 36' 44" E for a distance of 426.39 feet to a point; Thence departing said public right of way line of Interstate 40, S 37° 09' 07" W for a distance of 169.41 feet to a point; Thence, S 17° 54' 55" W for a distance of 141.83 feet to a point; Thence, S 06° 54' 18" W for a distance of 107.85 feet to a point; Thence, S 25° 25' 57" W for a distance of 164.21 feet to a point; Thence, S 34° 22' 30" W for a distance of 84.19 feet to a point; Thence, S 14° 10' 11" W for a distance of 149.50 feet to a point; Thence, S 00° 39' 24" W for a distance of 102.21 feet to a point; Thence, S 02° 06' 24" W for a distance of 222.76 feet to a point; Thence, S 03° 20' 11" W for a distance of 230.95 feet to a point; Thence, S 01° 29' 49" E for a distance of 156.77 feet to a point; Thence, S 00° 20' 11" W for a distance of 255.67 feet to a point; Thence, S 00° 09' 49" E for a distance of 344.20 feet to a point; Thence, N 89° 11' 51" W for a distance of 892.27 feet to a point;

Thence, N 89° 26' 09" W for a distance of 156.24 feet to a point; Thence, N 00° 10' 25" E for a distance of 129.93 feet to a point; Thence, N 00° 10' 08" E for a distance of 668.05 feet to a point; Thence, N 00° 16' 54" E for a distance of 1598.61 feet to the point of beginning, containing 2,550,802 square feet OR 58.558 acres, more or less.

Notwithstanding anything herein to the contrary, **LESS AND EXCEPTING HEREFROM** all property located on the north side of Interstate 40.

OWNER AUTHORIZATION AND CONSENT
(LAND USE, REZONING AND ENTITLEMENTS)

THIS OWNER AUTHORIZATION AND CONSENT ("**Authorization**") is made and entered into as of the date set forth below, by LANDMARK MANAGEMENT PARTNERS, LLC AND FACILITY CARE SERVICES, INC. (hereinafter jointly and severally referred to as "**Owner**"), for the benefit of TERRA EQUITY, INC., a Texas corporation and/or its successors and assigns ("**Buyer**"), and ORANGE COUNTY, NORTH CAROLINA (the "**County**");

RECITALS

A. Owner is the owner of that certain real property located in Orange County, North Carolina, bearing PIN Number 9862-99-8894 and more particularly described on Exhibit A attached hereto (the "**Property**").

B. Buyer is under contract to purchase the Property and in connection therewith has made and/or intends to make certain applications to the County for land use amendments, map amendments, rezoning, zoning amendments, site plan approval, permits, and other approvals and entitlements necessary or desired in connection with the proposed purchase and/or development of the Property (the "**Entitlement Requests**").

C. Owner has agreed to provide this Authorization to authorize and consent to the Entitlement Requests.

AUTHORIZATION AND CONSENT

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Owner hereby authorizes Buyer to make the Entitlement Requests and hereby consents to the Entitlement Requests. Buyer and the County shall be authorized to rely on this Authorization as to any and all Entitlement Requests made by Buyer.

IN WITNESS WHEREOF, Owner has caused this Authorization to be executed as of the date set forth in the notary acknowledgment below.

LANDMARK MANAGEMENT PARTNERS, LLC

By: H. Nathan Robbins

Its: Member

NOTARY BLOCK TO FOLLOW ON NEXT PAGE

STATE OF NC)
)
COUNTY OF Orange)

The foregoing instrument was subscribed, sworn to and acknowledged before me this 14th day of May, 2020, by H. Nathan Robinson, as Member of Landmark Management Partners, LLC, for and on behalf of such company.

My commission expires: 10/15/2020

Allison E. Lassiter
NOTARY PUBLIC

[SEAL]



FACILITY CARE SERVICES, INC.

By: Mary L. Kernahan

Its: President, FCS

STATE OF New York)
)
COUNTY OF Steuben)

The foregoing instrument was subscribed, sworn to and acknowledged before me this 15 day of May, 2020, by Mary L. Kernahan as President of Facility Care Services, Inc., for and on behalf of such corporation.

My commission expires: 2/6/2021

NOTARY PUBLIC

[SEAL]

TAMMIE L FLYNN
NOTARY PUBLIC-STATE OF NEW YORK
No. 01FL6354021
Qualified In Steuben County
My Commission Expires 02-06-2021

Exhibit A

Legal Description: Davis Drive Tract (PIN 9863718857)

Beginning from an existing 1.2 inch iron pipe lying on the northern public right of way line of Davis Drive and having North Carolina State Plane Coordinates E:1969412.93' & N:829571.12'; Thence departing said public right of way line of Davis Drive, N 00° 21' 37" W for a distance of 522.88 feet to a point; Thence, S 89° 11' 51" E for a distance of 892.27 feet to a point; Thence, N 89° 03' 10" E for a distance of 148.00 feet to a point; Thence, S 16° 58' 44" E for a distance of 388.54 feet to a point on the western public right of way line of Old NC 86; Thence departing said public right of way line of Old NC 86, S 16° 58' 44" E for a distance of 38.83 feet to the centerline of said public right of way, also being the beginning of a curve; Said curve running along said centerline and turning to the left through an angle of 02° 07' 40", having a radius of 2865.00 feet, and whose long chord bears S 34° 15' 10" W for a distance of 106.39 feet to a point; Thence along said centerline, S 33° 11' 20" W for a distance of 29.69 feet to a point lying on the intersectional centerline of Old NC 86 and Davis Drive, said point also being the beginning of a curve; Thence following the centerline of Davis Drive for the following four (4) calls: along said curve turning to the left through an angle of 09° 19' 27", having a radius of 818.91 feet, and whose long chord bears N 86° 34' 49" W for a distance of 133.12 feet to a point; S 88° 45' 26" W for a distance of 284.67 feet to the beginning of a curve; said curve turning to the left through an angle of 00° 45' 19", having a radius of 5000.00 feet, and whose long chord bears S 88° 22' 47" W for a distance of 65.92 feet to a point; S 88° 00' 07" W for a distance of 602.29 feet to a point; Thence departing said centerline of Davis Drive, N 00° 27' 40" W for a distance of 29.80 feet to the point of beginning, containing 584190 square feet OR 13.411 acres, more or less.

OWNER AUTHORIZATION AND CONSENT
(LAND USE, REZONING AND ENTITLEMENTS)

THIS OWNER AUTHORIZATION AND CONSENT ("**Authorization**") is made and entered into as of the date set forth below, by SUZANNE MCGRADY (FKA SUZANNE UPTON) of 11508 Bridgetender Drive, Richmond, VA 23233 ("**Owner**"), for the benefit of TERRA EQUITY, INC., a Texas corporation and/or its successors and assigns ("**Buyer**"), and ORANGE COUNTY, NORTH CAROLINA (the "**County**");

RECITALS

A. Owner is the owner of that certain real property located in Orange County, North Carolina, bearing PIN Number 9863-71-8857 and more particularly described on Exhibit A attached hereto (the "**Property**").

B. Buyer is under contract to purchase the Property and in connection therewith has made and/or intends to make certain applications to the County for land use amendments, map amendments, rezoning, zoning amendments, site plan approval, permits, and other approvals and entitlements necessary or desired in connection with the proposed purchase and/or development of the Property (the "**Entitlement Requests**").

C. Owner has agreed to provide this Authorization to authorize and consent to the Entitlement Requests.

AUTHORIZATION AND CONSENT

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Owner hereby authorizes and consents to Buyer making the Entitlement Requests. Buyer and the County shall be authorized to rely on this Authorization as to any and all Entitlement Requests made by Buyer.

IN WITNESS WHEREOF, Owner has caused this Authorization to be executed as of the date set forth in the notary acknowledgment below.

SH M'Grady
Suzanne McGrady (fka Suzanne Upton)

STATE/COMMONWEALTH OF Virginia

COUNTY OF Henrico

I certify that the following person personally appeared before me this day, acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: Suzanne McGrady.

Witness my hand and Notarial Stamp/Seal this 14th day of May, 2020.

Christena Marie Rulli Peters
Notary Public
Print/Type Name: Christena Marie Rulli-Peters
My Commission Expires: Nov. 30, 2023

CHRISTENA MARIE RULLI-PETERS
NOTARY PUBLIC
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES NOV. 30, 2023
COMMISSION #7820486

Exhibit A

Property Description

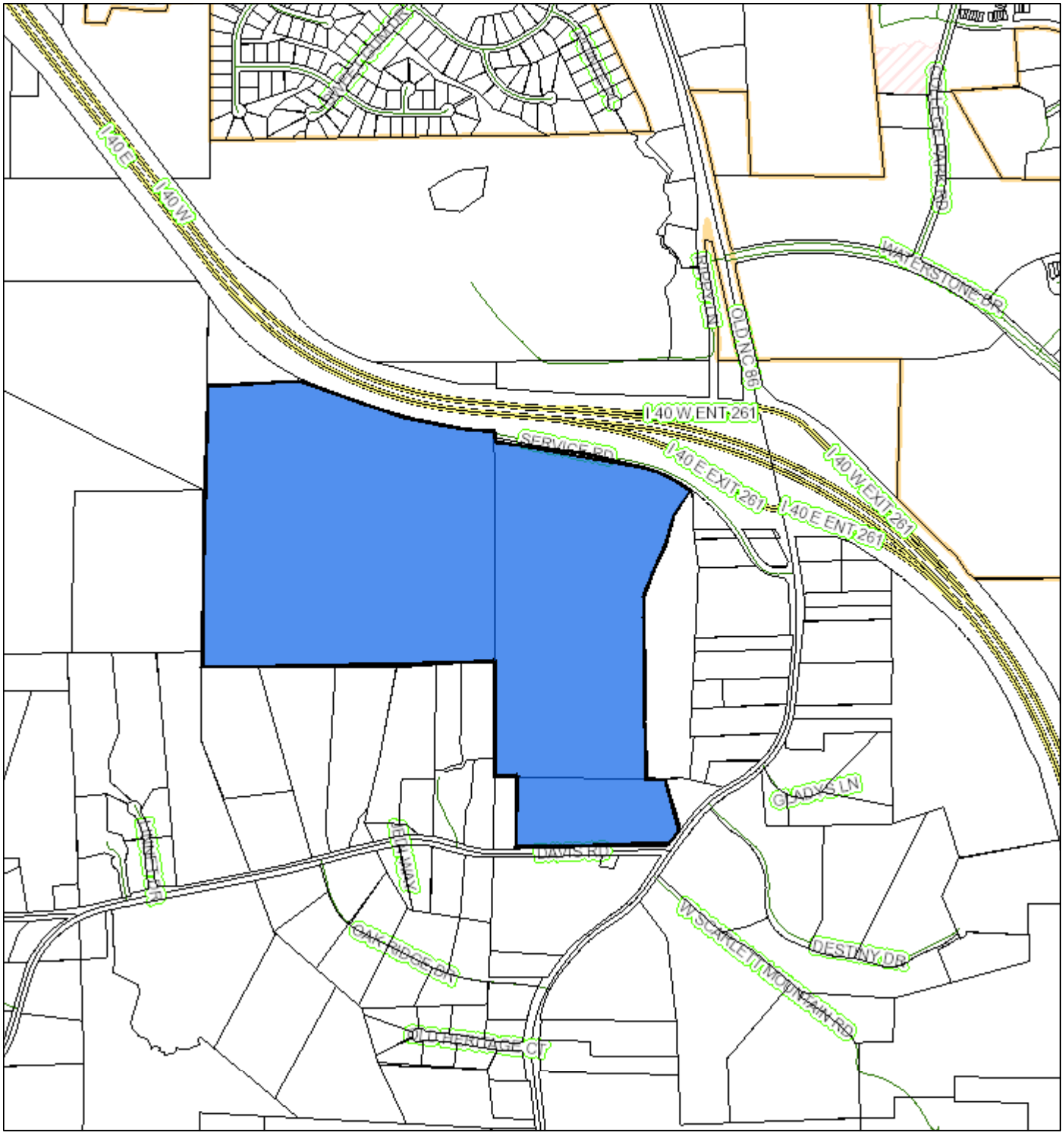
Being all that certain tract or parcel of land lying and being situate in Hillsborough Township, Orange County, North Carolina, and being more particularly described as:

BEING ALL of that tract of land, containing approximately 100 acres, described in that deed from Marshall L. Cates and wife, Bera D. Cates to C.H. Pegg dated May 19, 1960 and recorded in Book 178, Page 361, Orange County Registry, to which deed reference is hereby made for a more particular description.

LESS AND EXCEPT: (i) that tract of land, containing approximately 8.5 acres, conveyed to the Department of Transportation of the State of North Carolina by deed recorded in Book 394, Page 319, Orange County Registry; and (ii) that tract of land, containing approximately 2.7 acres, conveyed to Allen and Sally Addison by deed recorded in Book 894, Page 637, Orange County Registry.

Said tract of land, less and except the aforementioned two (2) out-conveyances, is more particularly shown and depicted as that tract containing approximately 90.372 acres on that plat entitled "Boundary Survey for Eleanor S. Pegg" recorded in Plat Book 79, Page 117, Orange County Registry.

Orange County



June 4, 2020

1:12,000

0 0.1 0.2 0.4 mi

0 0.15 0.3 0.6 km

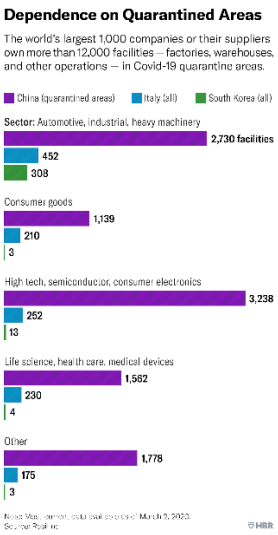
Research Triangle Logistics Park ("RTLP") encompasses 161 acres of land centrally located within the North Carolina Research Triangle and within 20 minutes of the Raleigh Durham Airport. Located in the highly sought after I-40 Corridor, RTLP has strategic access to I-40, I-85 and I-95 trucking routes and to FedEx and UPS cargo facilities.

Ready for construction in January 2021, RTLP will have the capacity for over 2,250,000 square feet of health technology, information sciences and engineering, advanced manufacturing, light manufacturing, scientific research and laboratories, logistics, warehousing and supply chain fulfillment.

RTLP will create facility investment of more than $150,000,000.00 and will provide employment for up to 4,500 people globally within the Raleigh-Durham MSA and, more specifically, within the Orange County-Town of Hillsborough economic area.

As governments and health care agencies work to stop the spread of Covid-19 and to treat those who are infected, manufacturers in more than a dozen industries are struggling to manage the epidemic's growing impact on their supply chains. Unfortunately, many are facing a supply crisis that stems from weaknesses in their sourcing strategies that could have been corrected years ago.

Just how extensive the crisis is can be seen in data released by Resilinc, a supply-chain-mapping and risk-monitoring company, which shows the number of sites of industries located in the quarantined areas of China, South Korea, and Italy, and the number of items sourced from the quarantined regions of China.



The Federal Emergency Management Agency, the U.S. Food and Drug Administration, the National Institutes of Health, and others need a coordinated plan that includes an inventory of supplies and equipment that can be put into service until overseas supply chains are repaired.

For instance, a large domestic stockpile of masks and medical supplies would have bought the U.S. critical time to secure domestic production.

Safety issues are another concern. Some items are best produced domestically. Many prescription and over-the-counter health products that were previously made in the U.S. are today either made in China, or rely on Chinese factories to provide essential ingredients. Not only is it risky to rely on overseas suppliers, the failure of offshore producers to maintain safety and quality-control standards puts lives at risk.

The solution is to bring more manufacturing of life-saving products back to the U.S. For basic drugs, the real expense is in research and development, and the cost of production is usually low.

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The report's authors say, "We expect that lessons learned from the pandemic will add demand tailwinds to logistics real estate in the "new normal." Growth in direct-to-consumer delivery volumes and rapid replenishment needs should continue to emphasize the appeal of logistics real estate that is closer to end consumers."

Among the findings are that accelerated e-commerce adoption and higher inventory levels have the potential to generate 400 million square feet or more of additional U.S. logistics real estate demand, or 150 to 200 million square feet per year for two to three years.

Re-tooling supply chains for increased e-fulfilment should create incremental net demand of 140 to 185 million square feet in total. Inventories could increase by 5% to 10% in a bid for resiliency, producing 285 to 570 million square feet of aggregate incremental demand.

Research Triangle Logistic Park

MPD-CZD

Prepared for:

Terra Equity Inc.
A Division of Barrister Commercial Group
3810 Springhurst Boulevard, Suite 120
Louisville, KY 40241

Prepared by:

Kimley-Horn & Associates, Inc.
421 Fayetteville Street, Suite 600
Raleigh, NC 27601

Submitted: June 5, 2020

Revised: July 14, 2020

Kimley»Horn

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1. OVERVIEW AND INTRODUCITON

SECTION 1-1 INTRODUCTION, PURPOSE, AND INTENT

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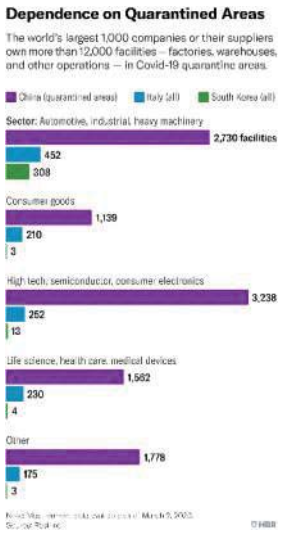

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Given the scope of the project, we believe it is appropriate to submit the project through the County's Master Plan Development (MPD) Conditional Zoning process, the purpose of which is to:

> *… provide for unified large scale subdivisions, non-residential, and mixed use developments that promote economical and efficient land use, improved level of amenities, appropriate and harmonious variety, creative design, and a better environment through the approval of a general Master Plan.*

In accordance with the provision of Section 2.9.2 of the Orange County Unified Development Ordinance (UDO), we are proud to submit this request to rezone a total of 161.21 acres of property, further defined in Section 1-2 of the document, to a MPD Conditional Zoning designation for development as the RTLP consistent with proposed development standards. This includes the rezoning of approximately 148.8 acres of property previously zoned MPD-CZ by the

County as part of the Settlers Point project. Approval of this request will, in effect, eliminate the County's previous action to approve the Settlers Point project in January of 2018.

This document contains the various standards and guidelines we propose be utilized by the County to evaluate various development projects submitted proposing the development of various land uses associated with the subject property. This includes listings of allowable land uses, land use intensity standards, open space requirements, signage regulations, and parking standards.

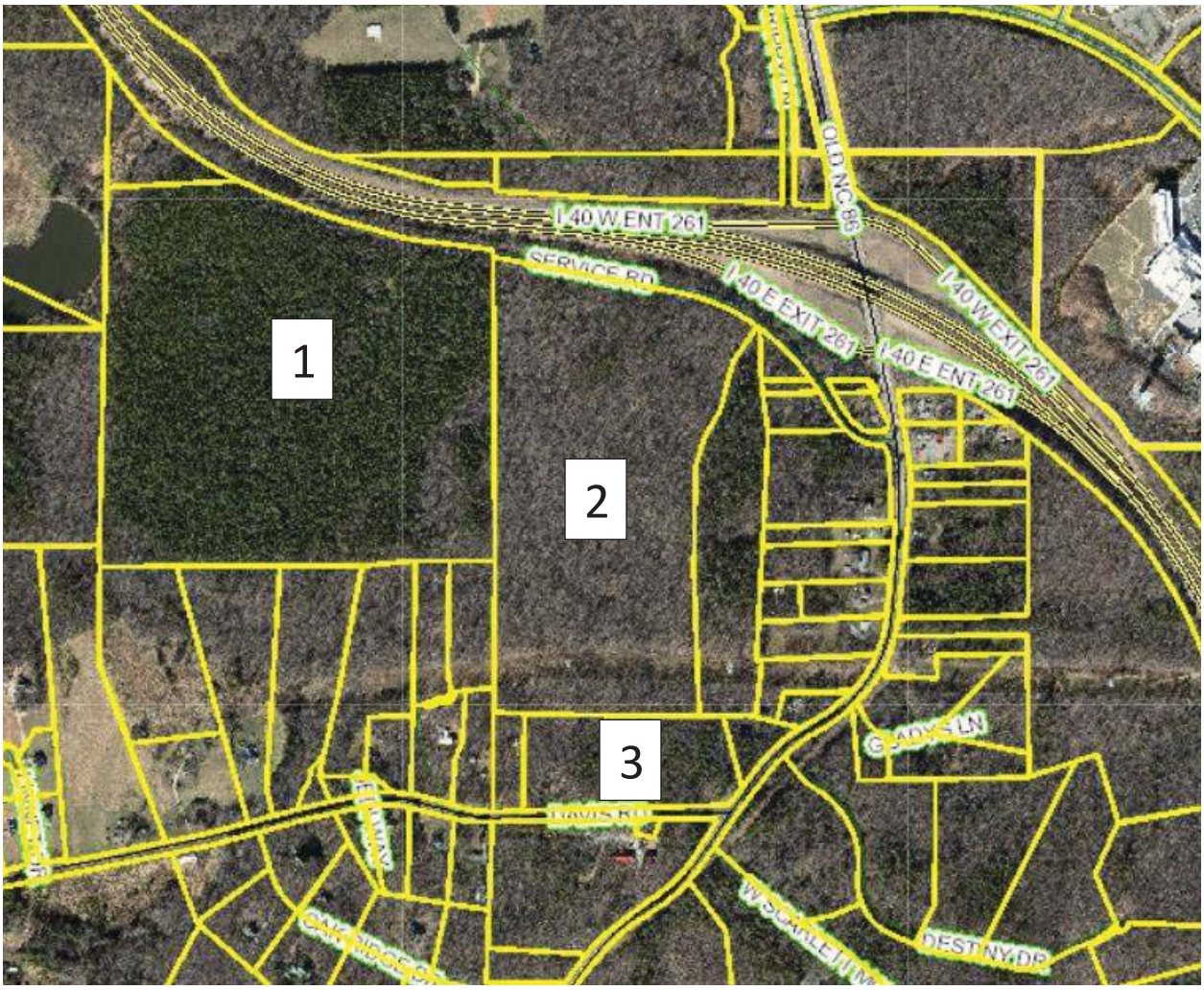
If approved, development within RTLP shall have to abide by the regulatory standards and limitations approved by the County elected officials.

We view this project, and this process, as the ultimate opportunity to work with the local officials to promote purposeful development designed to achieve the goals enumerated within the adopted Comprehensive Plan focusing on promoting the development of high intensity economic development land uses while at the same time protecting the integrity of the physical landscape.

SECTION 1-2 PROJECT SIZE AND LOCATION

The RTLP project is located within Orange County, North Carolina and is situated primarily on approximately one hundred sixty-one (161) acres of property to be developed within the designated Hillsborough Economic Development District, south of I-40 and west of Old NC 86, specifically:

1. A 88.56 acre tract of land - PIN# 9863718857
2. A 60.30 acre tract of land - PIN# 9863916573 (Applicant Note: Approximately 20 acres of the parcel, which is located north of Interstate 40, are not part of the application and will remain in the ownership of the current property owner and zoned EDH-2 consistent with current County regulations).
3. A 12.35 acre tract of land - PIN# 9862998894



SECTION 1-3 CURRENT LAND USES

As indicated above, RTLP will be located on multiple properties totaling 161 acres of land area.

A breakdown of existing land uses and zoning is as follows:

• PIN – 9863718857	Undeveloped	MPD-CZ (formerly Settlers Point MPD-CZ)
• PIN – 9863916573	Undeveloped	MPD-CZ (formerly Settlers Point MPD-CZ)
• PIN – 9862998894	Undeveloped	R1

SECTION 1-4 ADJACENT PROPERTY INFORMATION

The properties surrounding RTLP are comprised of both lower density developed and large

undeveloped areas. The adjacent parcels to the North are opposite the right-of-way of Hwy 40 and are zoned EDH-2. The parcels to the South and West are largely residential and are zoned R1. The properties to the East are both R1 and EDH-5. Appendix A provides a listing of all property owners within 1,000 feet of the project as currently laid out.

As previously indicated, RTLP is designed to accommodate and protect adjacent properties and their current uses through the use of land use buffers and the protection of existing natural features. Please refer to SECTION V. OPEN SPACE for a detailed explanation of our proposed land use buffer program.

SECTION 1-5 CONSTRUCTION SCHEDULE

All public water and sewer lines shall be extended in accordance with the Town of Hillsborough utility policies.

Sanitary sewer will be extended to the property under Interstate 40 prior to or during the initial phases of construction. Depending on the construction sequencing of the building structures, the main will be extended to the appropriate building prior to that building's required Certificate of Occupancy.

A new water main will be extended along the Interstate 40 service road to serve the property. A looped water system will ultimately be provided with a connection back to the public system at a point on the Service Road or Old NC 86, as the case may be. So long as the flows and pressures are sufficient for the buildings and proposed uses, the loop will not be required for building certificates of occupancy.

Development shall utilize Service Road to obtain access to Old NC Highway 86. At the time development exceeds allowable traffic trips, as defined within the Master Traffic Impact Analysis (TIA), an alternative traffic improvement shall be required to serve the proposed development. This alternative shall be reviewed and approved by Orange County and the NC Department of Transportation and shall be installed in conjunction with the proposed development project generating the need for said alternative traffic improvement.

2. LAND USE PROGRAM

This request involves the rezoning of the aforementioned parcels to what the Applicant refers to as the Research Triangle Logistics Park Master Planned Conditional Zoning District. As we understand the process, if approved, the various parcels making up the project are going to have a zoning designation of MPD-CZ and will abide by the development standards adopted as part of the process. This new development is compatible with the purpose and intent of the Orange County Comprehensive Plan. Four development areas or pods (which are for illustrative purposes only and may differ in the final site plan) are identified on the master plan set along with illustrative depictions of buildings, loading and parking.

The following general development regulations are respectfully being proposed for the project:

SECTION 2-1 LAND USES

SECTION 2-1-1 PERMITTED LAND USES

Manufacturing, 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. Light industrial includes, by way of example and not limitation, the following uses:

1. Bottling.
2. Brewery, winery, distillery, cidery with tasting/sampling facilities and associated retail sales.
3. Bus or rail transit vehicle maintenance or storage facility.
4. 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.
5. Food and beverage products
6. Lawn, tree or garden service.
7. Laundry, dry-cleaning, and carpet cleaning plants.
8. Leather and leather products except tanning.
9. Sheet metal, welding, machine, tool repair shop or studio.
10. Stone, clay, glass, and concrete products.
11. Woodworking, including cabinet makers and furniture manufacturing.
12. Fabricated metal products and machinery.
13. Industrial sign-making.
14. Leather and leather products includes tanning and finishing.
15. Manufactured or modular housing sales.
16. Primary metal manufacturing.

A facility conducting light manufacturing operations within a fully-enclosed building. Light manufacturing includes by way of example and not limitation, the following uses:

1. Clothing, textile apparel manufacturing.
2. 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.
3. Office showroom/warehouse.
4. Printing, publishing, and lithography.
5. Production of artwork and toys, graphic design sign-making, movie production facility, photo-finishing laboratory.
6. Repair of scientific or professional instruments and electric motors

A facility focused primarily on the research and development of new products. Research and development includes by way of example and not limitation the following uses:

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

2. Prototype production facilities that manufacture a limited amount of a product in order to fully investigate the merits of such a product.
3. Pilot plants used to test manufacturing processes planned for use in production elsewhere

Facilities providing separate storage areas for personal or business use designed to allow private access by the tenant for storing or removing personal property. Self-service storage includes by way of example and not limitation the following uses:

1. Warehouse, self-service.
2. Fully enclosed indoor multi-story storage.
3. Mini-warehouse.

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. Warehouse and distribution includes by way of example and not limitation the following uses:

1. 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.
2. Commercial packing for fruits and vegetables.
3. Distribution facility, central postal facility.
4. Freight, service facility.
5. Parcel services.
6. 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.
7. Trailer storage, drop off lot.
8. Truck or motor freight terminal, cross-docking or service facility.
9. Trucking operation.
10. Warehouse.

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. Wholesale trade includes by way of example and not limitation the following uses:

1. Mail-order house.
2. 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.
3. Wholesale sales of food, clothing, auto parts, building hardware and similar products.

Other Facilities, including by way of example and not limitation, the following uses:

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

2. Government Facilities and Office Buildings
3. Government Protective Services
4. Bus Passenger Shelter,
5. Surface and structure parking as principal use
6. Mail kiosks for central mail pick-up,
7. Elevated Water Storage Tanks.
8. Public open space for use of on-site businesses, employees of same, and customers rather than the general public.
9. Natural and man-made pedestrian/bicycle paths

SECTION 2-1-2 EXCLUDED LAND USES

The Uses allowed in RTLP shall be broadly construed to allow for a wide range of uses and shall generally be allowed unless set forth on the following list of uses expressly prohibit:

1. Animal Slaughtering and Processing;
2. Vegetable Fats/Oil Manufacturing and Processing;
3. Concrete Batching Plant;
4. Leather and Hide Tanning;
5. Petroleum and Coal Processing, Preparation, and Distribution including Asphalt Plants;
6. Pulp, Paper, and Paperboard Mills;
7. Sawmills;
8. Uranium Mining;
9. Land Fills;
10. Body alteration (i.e. tattoo artist, body piercing, etc.);
11. Cemetery;
12. Crematoria;
13. Funeral Home;
14. Pawnshop/Payday Loan.
15. Junk/Salvage yard;
16. Massage Business;
17. Sexually Oriented Business;

SECTION 2-2 PERFORMANCE STANDARDS

SECTION 2-2-1 LAND USE INTENSITY

Land use intensity for the RTLP shall be regulated in accordance with the following:

1. The maximum floor area ratio shall be 0.65,

2. RTLP shall not be subject to any specific impervious area restrictions, except those necessary to meet or exceed the goals of the Falls Lake Watershed,

3. RTLP shall maintain a blended minimum percentage of open/landscaped space of twenty-five percent (25%) for the entire project. All areas restricted from development such as mapped 100-year flood plains, SCMs, wetlands, stream, stream

buffers and required Land Use Buffers shall count towards this requirement,

4. RTLP shall allow for a Maximum Building Height of 60 feet; however, accessory structures may exceed 60 feet.
5. All 100-year floodplains as regulated by FEMA and streams as regulated by the State within the Project shall be buffered and maintained in accordance with applicable County regulations as contained in Article 6.13 of the UDO,
6. A Letter of Map Revision has been submitted to FEMA to amend the 100-year flood elevation on the subject project. Development within this project shall comply with the effective flood map at the time of development.

SECTION 2-2-2 ENVIRONMENTAL FACTORS

Environmental factors for the RTLP shall be regulated in accordance with the following and are generally consistent with the Orange County enforced standards as detailed within Section(s) 6.4.2 through 6.4.7 of the UDO:

1. **NOISE**:
   a. Noise generated by construction activities shall be regulated in accordance with generally accepted construction standards for a development of similar size and scope.
   b. Land uses within the project shall comply with the County's noise ordinance and Section 6.4.3 of the UDO.

2. **VIBRATION**.

   RTLP shall comply with any and all applicable Orange County vibration ordinance and requirements.

3. **AIR POLLUTION**. RTLP shall comply with any and all applicable air quality standards established by the State Environmental Management Commission and with any and all Air Quality permits issued for the project.

4. **ELECTROMAGNETIC INTERFERENCE**. RTLP shall comply with any and all applicable standards established by the State as well as the Federal Communications Commission (FCC) concerning electromagnetic interference,

5. **HAZARDOUS MATERIALS**. Individual tenants shall be required to demonstrate compliance with any and all applicable Federal, State, and local regulations governing the storage, use, and disposal of hazardous materials,

6. **SOLID WASTE**. The following standards shall be observed with respect to the management of solid waste:

a. The developer shall adhere to the proper disposal methodology for solid waste management.

b. The applicant shall provide external space for collection of solid waste and recyclable materials. Materials collected shall be at least equivalent to the services provided by Orange County Solid Waste.

c. 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.

d. The developer shall be required to place the following additional notes on any approved site plan:

   i. Any gate design will include gate retainers.

   ii. 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.

   iii. Orange County will not be responsible for any pavement damage that may result from service vehicles.

   iv. By Orange County Ordinance, clean wood waste, scrap metal and corrugated cardboard, all present in construction waste, must be recycled.

   v. By Orange County Ordinance, all haulers of construction waste must be properly licensed.

e. 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.

f. 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.

g. 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:

   i. Loading areas shall be designed and situated not to negatively affect adjacent properties.

   ii. Solid waste enclosures shall be so located as to not impact internal traffic flow,

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

7. **EROSION CONTROL**. The development will comply with the NC Sedimentation and Pollution Control Act of 1973 and the North Carolina Administrative Code Title 15A Chapter 4.

8. **STORMWATER MANAGEMENT**. The following standards shall be observed with respect to

stormwater management activities for the project:

a. Riparian areas (stream buffers) shall be maintained consistent with the provision(s) of Section 6.13 of the UDO.

b. Impacts to the Neuse stream buffers on site shall comply with the uses listed in the Neuse Rules and the Orange County Unified Development Ordinance. Examples of listed uses include utilities, roadways, etc.

c. The project shall comply with the stormwater requirements listed in the Falls Lake Rules. This includes:

   i. No net increase in peak flow leaving the site from the predevelopment conditions for the 1-year, 24-hour storm;

   ii. Nitrogen and Phosphorus load contributions leaving the site must be held to 2.2 lbs per acre per year and .33 lbs per acre per year respectively. These standards can be met via offset payments and/or SCMs.

d. A Master Stormwater Management Plan (SMP) shall be developed to address stormwater runoff for the entire development even though individual parcels may be responsible for installing stormwater control measures (SCMs).

e. Innovative stormwater SCMs and practices may be utilized that meet or exceed the requirements of the current version of the North Carolina Division of Water Quality *Stormwater Best Management Practices Manual* (Latest Edition).

f. The developer shall collaborate with County staff during the SMP design process.

9. **WATER SUPPLY AND SEWAGE DISPOSAL**. Please refer to Section Four (4) Utilities and Other Public Services.

SECTION 2-2-3 GENERAL PERFORMANCE STANDARDS

1. **ENVIRONMENTAL:**

The improvements common to the development of each building pod result in a relatively limited overall land disturbance as compared to the developed area. Further, with the exception of a single road crossing, there are no impacts to the 100-year floodplain or Neuse River buffers and substantial open space is preserved and maintained. The development also utilizes an existing stream crossing on the I-40 service road for access. Minor impacts will result from the new internal road crossing necessary to provide connectivity between the four proposed development areas/pods. The crossing has been designed as a perpendicular crossing to minimize impacts and is located higher in the watershed where the stream is smaller to further reduce impact. Additionally, onsite stormwater runoff generated by the development of the site is being attenuated and treated via SCMs to minimize downstream impacts.

The following additional performance standards shall be adhered to in addressing the environmental impact of the RTLP project:

a. RTLP shall adhere to required buffers as detailed within Section 6.13 Stream Buffers of the UDO.

2. **INDOOR ENVIRONMENTAL QUALITY:**
   a. Through lease agreements, covenants, and other similar deed restrictions the developer shall require that:
      i. Smoking be prohibited within a building or that there be designated smoking areas within a structure. If smoking areas are designated within a building, they shall be so located to effectively contain, capture, and remove ETS from the building,
      ii. That external smoking areas shall be a minimum of fifty (50) feet away from entries, outdoor air intakes and operable windows.

SECTION 2-3 DESIGN CRITERIA

SECTION 2-3-1 ARCHITECTURAL DESIGN (NOTE THAT DEPICTIONS BELOW ARE FOR ILLUSTRATIVE PURPOSES ONLY AND DO NOT REPRESENT ACTUAL TENANTS).
Exterior Building Materials

- Finished building materials shall be applied to all sides of a building.
- Exterior wall materials shall include, but not be limited to: stucco, concrete, textured concrete, wood, glass, steel, brick, stone, and masonry.
- 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.

Ex. Corporate Identity



Architecture

The architectural design of an industrial structure must consider many variables, from the functional use of the building, to its aesthetic design, to its "fit" within the context of the project site.

The following guidelines help buildings achieve the appropriate level of design detail on all facades facing public roadways to avoid blank/uninteresting facades.

1. A single, dominant, monolithic building mass is not acceptable, especially for larger buildings, however, many techniques shall be allowed to provide "visual breaks".

Breaks in building mass should be used to provide visual relief for long building facades and techniques to allow visual breaks shall be flexible and include, by way of example and not limitation:

a. Changes in height and the horizontal plane;



b. Changes in Materials



c. Changes in Textures



d. Changes in Color



e. Reveals and/or Jogs



f. Utilization of other architectural enhancements



2. Primary building entries should be readily identifiable and well defined through the use of projections, recesses, columns, roof structures, or other design elements.
3. Expansions to existing buildings should provide for continuity between the old building and the new addition. The addition need not strictly match the existing building, but should include prominent design elements of the old building to provide architectural compatibility between old and new.
4. Windows and doors are key elements of any structure's form and should relate to the scale of the elevation on which they appear. Windows and doors can establish character by their rhythm and variety. Recessed window and door openings are encouraged, but not required.
5. Design elements which are undesirable and should try to be avoided include:
   a. Highly reflective surfaces;
   b. Exposed, untreated precision block walls;
   c. Barbed wire;
   d. "Stuck on" mansard roofs;
   e. Materials with high maintenance such as stained wood shingles

SECTION 2-3-2 LANDSCAPING AND PRESERVATION DESIGN

1. All required internal landscaping shall be installed and maintained by the developer or their successor in perpetuity,

2. Perimeter landscape buffers shall utilize existing vegetation or the portion of the buffer that is disturbed shall be planted in conformance with the buffer section depicted on the master plans.

3. A comprehensive landscaping plan shall be submitted to the Orange County Planning Department for review and approval by members of the staff consistent with the approved standards for this project.

4. Required buffers shall be consistent with the provisions of the MPD-CZD.

5. Limits of disturbance shall be in accordance with the approved Master Erosion Control and

Grading Plan approved by the County prior to any earth disturbing activity.

6. The required landscaping within parking areas shall be in accordance with the following:

   a. Parking lot 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;

   b. The applicant/developer is required to demonstrate that sixty percent (60%) of the car parking spaces are within seventy-five (75) feet of the center of a shade tree. If not, additional landscaping shall be required.

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

   d. 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,

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

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

   Landscaping along a building's perimeter shall be in accordance with the following standards:

   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.

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

9. All ground level HVAC, mechanical equipment cabinets, etc. shall be screened from view through the use of landscaping, walls, and or fencing,

10. All solid waste containers, dumpsters, recycling bins, etc. shall be enclosed within a screened area. In cases where the enclosure is connected to a building, the dumpster shall still be required to be enclosed.

SECTION 2-3-3 SIGNS AND LIGHTING

Reference Exhibit F of the Exhibits section for Master Sign plans.

Lighting of Buildings, Parking Lots and Walkways

(NOTE THAT DEPICTIONS BELOW ARE FOR ILLUSTRATIVE PURPOSES ONLY AND DO NOT REPRESENT ACTUAL TENANTS).

Generally: Lighting fixtures shall be selected, located, aimed, and shielded so that direct illumination is focused exclusively on the building façade, plantings, and away from adjoining properties, public or private rights-of-way, and the night sky

A) All lighting shall be full cut-off fixtures and have a maximum height of forty-five (45) feet.
B) All lighting shall comply with maximum footcandle limits at property lines as noted in Section 6.11.6.A of the UDO.
C) All lighting must be shielded to confine light spread within the site boundaries and provide uniform illumination in compliance with the following minimum levels:

TABLE 6.11.8: ECONOMIC DEVELOPMENT DISTRICT MINIMUM OUTDOOR LIGHTING STANDARDS

LOCATION	MINIMUM FOOTCANDLES
Building Entrances	4.00
Sidewalks	1.00-3.00
Pedestrian Paths	1.00
Parking Lots	0.50

It is the intent of this section to require minimum light levels during established business hours or in those instances where members of the general public will be on-site to ensure public safety.

D) Pedestrian walkways, if provided, shall be lighted for security and to create an inviting pedestrian environment;

E) Accent lighting must also be provided to illuminate such key locations as building and driveway entries, and activity areas;



F) Lighting for the purpose of illuminating landmarks and unique features of the site is also encouraged, but not required.

G) Security lighting fixtures or floodlights must not project over the fascia or roof line of the building(s);



H) Parking area and driveway fixtures should be mounted at or below a maximum height of __ feet above the surface of the parking area or driveway;





I) The design of light fixtures and structural supports must be compatible with the architecture of the principal building(s) and identification signs;



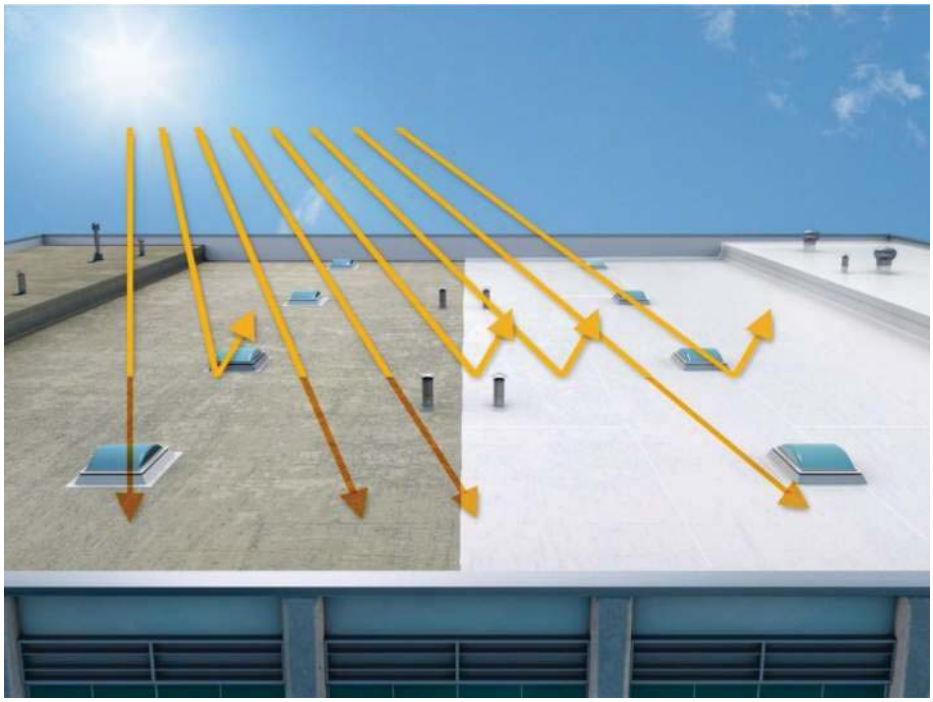
J) Ground-mounted lighting fixtures must be weather-proof.

SECTION 2-3-4 SUSTAINABLE DESIGN INITIATIVES

(NOTE THAT DEPICTIONS BELOW ARE FOR ILLUSTRATIVE PURPOSES ONLY AND DO NOT REPRESENT ACTUAL DESIGN REQUIREMENTS).

Research Triangle Logistics Park real estate facilities will strive to integrate geographically-relevant sustainable design features, including:

Cool Roofs - Reduce energy demand and the urban heat island effect



Energy-efficient lighting - Reduce energy consumption



Hybrid and carpool parking - Promotes low-carbon transportation solutions



Skylights and clerestory windows - Maximize use of natural sunlight



Water conservation - Reduces natural resource usage



Solar and other renewables - Generate sustainable energy



3. TRANSPORTATION

SECTION 3-1 INTERNAL TRAFFIC CIRCULATION AND PARKING

The parking standards to be used are as follows: Minimum Vehicular Parking Requirements: 1 space per 750s.f. of office space + 1 space per 3,000s.f. of additional indoor area.

Thoroughfare improvements shall be completed in accordance with the following:

1. External roadway improvements will be constructed to NC DOT public road standards and shall be constructed in accordance with a phased construction/development plan in accordance with NC DOT requirements and guidelines, the approved Traffic Impact Analysis (TIA), the approved Master Plan, and the standards outlined herein,
2. The developer shall provide a Traffic Impact Statement stating that the proposed development is in accordance with the Master Plan TIA report that identified anticipated impacts of this development at the intersection of OLD US 86 and Interstate 40. The developer shall be responsible for constructing any and all improvements at those intersections that are recommended to mitigate direct impacts resulting from this development unless required by current existing conditions.
3. Any required roadway improvements shall try to be accommodated within existing road rights-of-way.
4. All street signals shall be erected on metal poles.
5. The County, and NC DOT shall approve all metal utility poles allowing for the erection of street signals, both internal and external, prior to installation,
6. The developer shall identify and develop entrances and exits for pedestrian and construction vehicular traffic during the development of the project to avoid conflict.
7. All traffic directional signage shall include, but not limited to:
    a. Stop signs,
    b. Yield signs,
    c. Bus parking and unloading informational signs, if any,
    d. Lane ends, Merge signs,
    e. Caution Pedestrian Traffic – Yield Signs,
    f. Traffic safety signs designed to direct construction traffic throughout the site,
    g. Traffic warning signs indicating the location of private driveways and forbidding public access to the various properties,
    h. Through traffic signs,
    i. Any and all signs required by NC DOT for the project

SECTION 3-2 TIA IMPROVEMENT SUMMARY

See Exhibit H Traffic Impact Analysis

4. UTILITIES AND OTHER PUBLIC SERVICES

SECTION 4-1 INTERNAL UTILITY DESIGN

A written, signed agreement between the applicant and the Orange County and/or the Town of Hillsborough shall be executed, which describes the timing, phasing, design, and financing of public water distribution and public sanitary sewer collection mains for the project.

Sanitary sewer will be extended to the property under Interstate 40 prior to or during the initial phases of construction. Depending on the construction sequencing of the building structures, the main will be extended to the appropriate building prior to that building's required Certificate of Occupancy.

A new water main will be extended along the Interstate 40 service road to serve the property. A looped water system will ultimately be provided with a connection back to the public system. So long as the flows and pressures are sufficient for the buildings and proposed uses, the loop will not be required for building certificates of occupancy.

5. OPEN SPACE

SECTION 5-1 VEGETATED BUFFERS

The Open Space management plan differs from the Landscape Design standards outlined within PART THREE of this document in the following manner:

The RTLP project shall adhere to the following Open Space requirements:

1. There shall be a one hundred (100) foot Perimeter Structure Buffer on the Western property line where no construction of any four sided walled and roofed building is allowed that is built or constructed principally above ground and intended to be continuously occupied, including but not limited to load bearing walls, columns, beams or girders. For purposes of clarification, the following, by way of example and not limitation, shall not be defined as a structure for the 100' Perimeter Structure Buffer: recreational picnic or gazebo, retention or detention areas, retaining walls, landscaping, bridges, roads, parking lots, etc.

2. There shall be a fifty (50) foot Perimeter Building Buffer on the Western property line where no construction of any of the following is allowed: four sided walled and roofed building that is built or constructed principally above ground and intended to be continuously occupied, including but not limited to load bearing walls, columns, beams or girders, or parking lots.

3. There shall be a twenty-five (25) foot Land Use Buffer to be installed along the Service Road and a thirty (30) foot Land Use Buffer along the north side of Davis Road.

4. All 100-year floodplains as regulated by FEMA and streams as regulated by the State within the Project shall be buffered and maintained in accordance with applicable County

regulations as contained in Article 6.13 of the UDO,

EXHIBIT A

PIN	OWNER1_FIRST	OWNER1_LAST	OWNER2_FIRST	OWNER2_LAST	ADDRESS1	ADDRESS2	CITY	STATE	ZIPCODE
9862690948	ROBBIE D	WRIGHT	DAVID FRANKLIN	WRIGHT	3914 ODE TURNER RD		HILLSBOROUGH	NC	27278
9862698851	IRWIN O	ROJAS	SILVIA E	MORENO	111 LINNET RD		Hillsborough	NC	27278
9862796751	THOMAS ALLEN	DAVIS	RHONDA PAGE	DAVIS	501 DAVIS RD		HILLSBOROUGH	NC	27278
9862896927	DIANNE H	DAVIS			319 DAVIS RD		HILLSBOROUGH	NC	27278
9862899868	MYRA E	GWIN SUMMERS	RICHARD W	SUMMERS	103 GRAPEVINE LN		Hillsborough	NC	27278
9862991849	SUMMERS MYRA E	GWIN	RICHARD W	SUMMERS (H)	103 GRAPEVINE LN		HILLSBOROUGH	NC	27278
9862992837	DAVID M	BARLOW	RHONDA M	BARLOW	223 DAVIS RD		HILLSBOROUGH	NC	27278
9862998894		FACILITY CARE SERVICES INC			19 HARRIER CIRCLE		ROCHESTER	NY	14623
9863503862	KAREN FAITH TURNER	HALL			1101 SAM TUCKER LANE		HILLSBOROUGH	NC	27278
9863526072	JAMES	GARLAND			2711 ODE TURNER RD		HILLSBOROUGH	NC	27278
9863539059	FRANKLIN E	GARLAND			3020 ODE TURNER RD		HILLSBOROUGH	NC	27278
9863604417	JOEL K	GILLIS	ANGEL S	GILLIS	124 LINNET DR		HILLSBOROUGH	NC	27278
9863607374	FREDERICK L	TAPP	LINDA Y	TAPP	119 LINNET DR		HILLSBOROUGH	NC	27278
9863615525	JAMES	GARLAND			2711 ODE TURNER RD		HILLSBOROUGH	NC	27278
9863632994	VERONICA	DUCLAY	THIERRY	DUCLAY	32 GREENHILLS RD		HUNTINGTON STATION	NY	11746
9863700110	DIANE H	DAVIS			319 DAVIS RD		HILLSBOROUGH	NC	27278
9863704359	JOHN	DAVIS	SCOTT	DAVIS	503 GABLEFIELD LN		APEX	NC	27502
9863709304	MIGUEL G	MUNOZ	DAWN C	MUNOZ	425 DAVIS RD		HILLSBOROUGH	NC	27278
9863718857	SUZANNE H	MCGRADY			11508 BRIDGETENDER DR		RICHMOND	VA	23233
9863802371	ANGELA DENISE DAVIS	BARNETT			549 DIXON RD		WILLOW SPRING	NC	27592
9863805324	DIANNE H	DAVIS			319 DAVIS RD		HILLSBOROUGH	NC	27278
9863809523	STEPHEN DUSTIN	WILLIAMS	JOSHUA TRAVIS	HAM	1243 GLENWATER DR		CARY	NC	27519
9863827960	W ALLEN	ADDISON	SALLY A	ADDISON	PO BOX 727		HILLSBOROUGH	NC	27278
9863900565	SUMMERS MYRA E	GWIN	RICHARD W	SUMMERS (H)	103 GRAPEVINE LN		HILLSBOROUGH	NC	27278
9863916573	CHRISTY D ETAL	BAILEY	JOHN O	CLAYTON	7510 COUNTRY LANE		ROUGEMONT	NC	27572
9863936843	SALLY A	ADDISON	W ALLEN	ADDISON	PO BOX 727		HILLSBOROUGH	NC	27278
9862889603	BLAINE	KESSINGER	MARCIA	KESSINGER	200 OAK RIDGE RD		Hillsborough	NC	27278
9862891480	JAMES G JR	BUCHANAN	RONDA F	BUCHANAN	313 OAK RIDGE DR		HILLSBOROUGH	NC	27278
9862893196	CHALRES M TRUSTEE	MAYER	ELLEN C TRUSTEE	MAYER	7029 WOODMORE TERRACE		LAKEWOOD RANCH	FL	34202
9862894553	BERNARD	HINSON	MELISSA	HINSON	3606 JEDI WAY		HILLSBOROUGH	NC	27278
9862894739	PAUL A	DICKEY	ELIZABETH J	PUCKETT	108 GENTLE WAY		HURDLE MILLS	NC	27541
9862896092	JAMES W	BARRICK			211 OAKRIDGE DR		HILLSBOROUGH	NC	27278
9862896438	MATTHEW D	MITCHELL	KAILA D	MITCHELL	320 DAVIS RD		HILLSBOROUGH	NC	27278
9862898435	JUSTIN H	MITCHELL			2008 DAVIS RD		HILLSBOROUGH	NC	27278
9862980913	JAMES W	BARRICK			211 OAK RIDGE DR		HILLSBOROUGH	NC	27278
9862983600	CHRISTOPHER B	NIEVES			104 OAK RIDGE DR		HILLSBOROUGH	NC	27278
9862984823	MATTHEW ETAL	CLARK			4503 BUMPHUS RD		CHAPEL HILL	NC	27514
9862990443	ROY VERNON	SCOTT	MARY G	SCOTT	302 DAVIS RD		HILLSBOROUGH	NC	27278
9862997320	CHRIST	HILLSBOROUGH UNITED CHURCH OF			200 DAVIS RD		HILLSBOROUGH	NC	27278
9862999596	MATTHEW ETAL	CLARK			4503 BUMPHUS RD		CHAPEL HILL	NC	27514
9872080892	CYNTHIA L	PETERSON	JEAN FRANCOIS	PROVOST	2425 ARBOR LN		HILLSBOROUGH	NC	27278
9872087570	CHARLENE W	HAMLETT			3333 CHAPEL HILL BLVD	STE C	DURHAM	NC	27707
9872095945	LARRY B	LEE			3503 OLD NC 86		HILLSBOROUGH	NC	27278
9872098324	THEODORE L	BRYANT	BEVERLY N	BRYANT	2000 WOODVIEW DR		DURHAM	NC	27704
9872187626	THEODORE L	BRYANT	BEVERLY N	BRYANT	9016 ALBATROSS CT		RALEIGH	NC	27613
9872191961	MICHAEL	CHILDRESS	KARLA	CHILDRESS	101 GLADYS LN		HILLSBOROUGH	NC	27278
9872193459	THEODORE L	BRYANT	BEVERLY N	BRYANT	9016 ALBATROSS CT		RALEIGH	NC	27613
9872196844	MICHAEL WILLIAM	SUDYK			418 DARBY CREEK LANE		MORRISVILLE	NC	27560
9873006678	VIVIAN	BEST			4018 WRENN RD		DURHAM	NC	27705
9873007189	JOHN JR	BOXTER	SHANNON	MARTIN	3423 OLD NC 86		HILLSBOROUGH	NC	27278
9873008345	JOSEPH S	SHORE	SARAH C	SHORE	3501 OLD NC 86		HILLSBOROUGH	NC	27278
9873009867	SUSAN D TRUSTEE	BAREFOOT	CYNTHIA D TRUSTEE	WAGONER	3319 OLD NC HWY 86		Hillsborough	NC	27278
9873014031	RANT B JR	BARLOW			3315 OLD NC 86		HILLSBOROUGH	NC	27278
9873019000	RANT B JR	BARLOW			3315 OLD NC 86		HILLSBOROUGH	NC	27278
9873100408	ROWDY B	WALKER			1877 FLYING W TRL		Hillsborough	NC	27278
9873100657	DAN E	WAY			3401 OLD NC 86		HILLSBOROUGH	NC	27278
9873104230	MICHAEL W	SUDYK	GEORGE W	SUDYK	3412 COUNTRY CLUB DR		GASTONIA	NC	28056
9873104310	BEATRICE S	BROOKS			3410 OLD NC 86		HILLSBOROUGH	NC	27278
9873202388	ROBERT J ETAL	AYERS	LUCILLE	AYERS	1031 JONES FERRY RD		PITTSBORO	NC	27312
9873115415	MICHAEL J	DODSON			P O BOX 1081		HILLSBOROUGH	NC	27278
9873114636	MICHAEL J	DODSON			P O BOX 1081		HILLSBOROUGH	NC	27278
9873018382	AMANDA B	SHAKHLOUL	TAMER G	SHAKHLOUL	3303 OLD NC 86 S		HILLSBOROUGH	NC	27278
9873017657	TODD L	HORTON			225 JOHN HORTON RD		APEX	NC	27523
9873017820	LOUISE J	SCARLETTE			3209 OLD CH HILLSBOROUGH		HILLSBOROUGH	NC	27278
9873110686	TODD L	HORTON			225 JOHN HORTON RD		APEX	NC	27523
9873110739	TODD L	HORTON			225 JOHN HORTON RD		APEX	NC	27523
9873111777	TODD L	HORTON			225 JOHN HORTON RD		APEX	NC	27523
9862893609	DIANNE H	DAVIS			319 DAVIS RD		HILLSBOROUGH	NC	27278

EXHIBIT B

Future Land Use Map
of the Orange County Comprehensive Plan

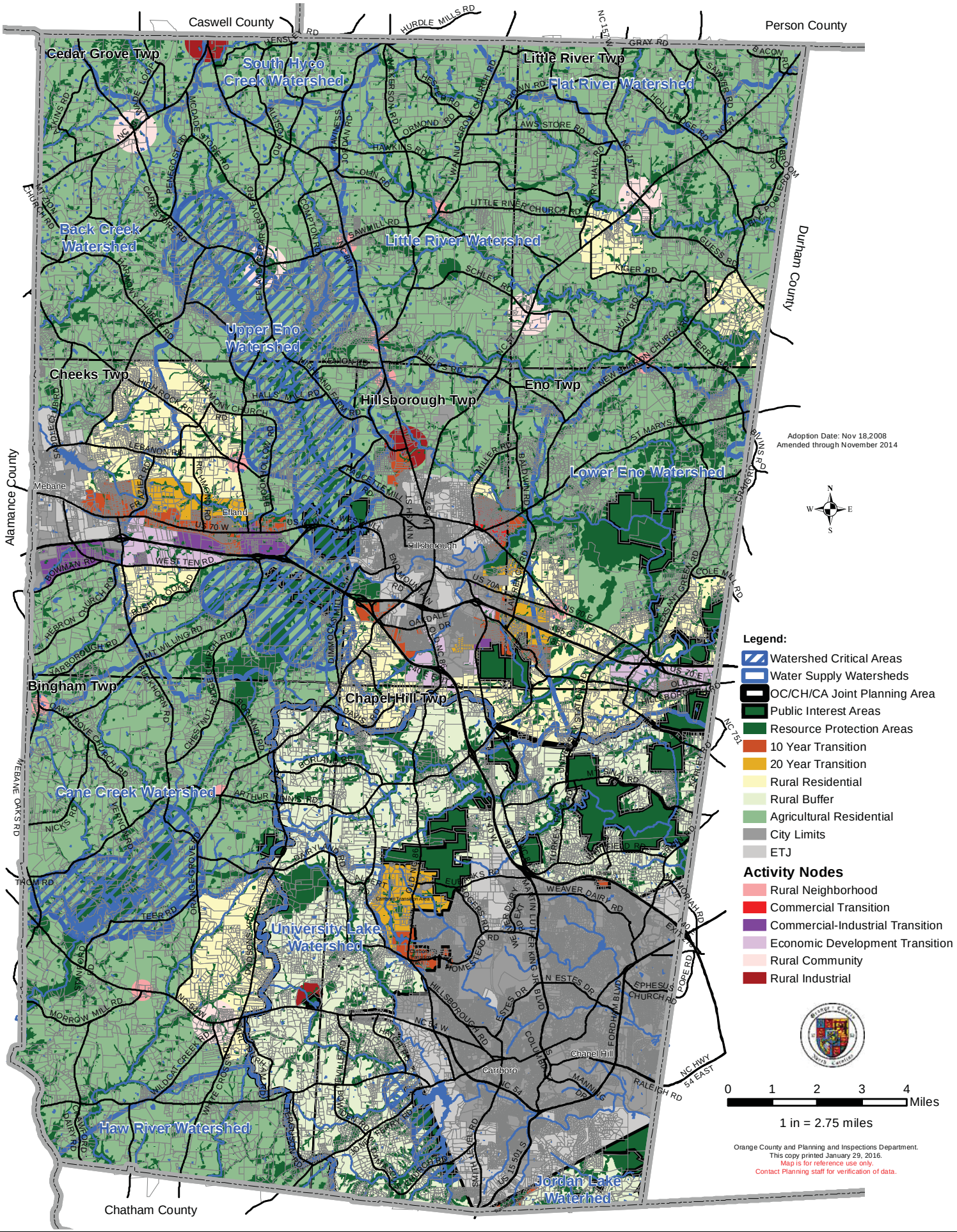
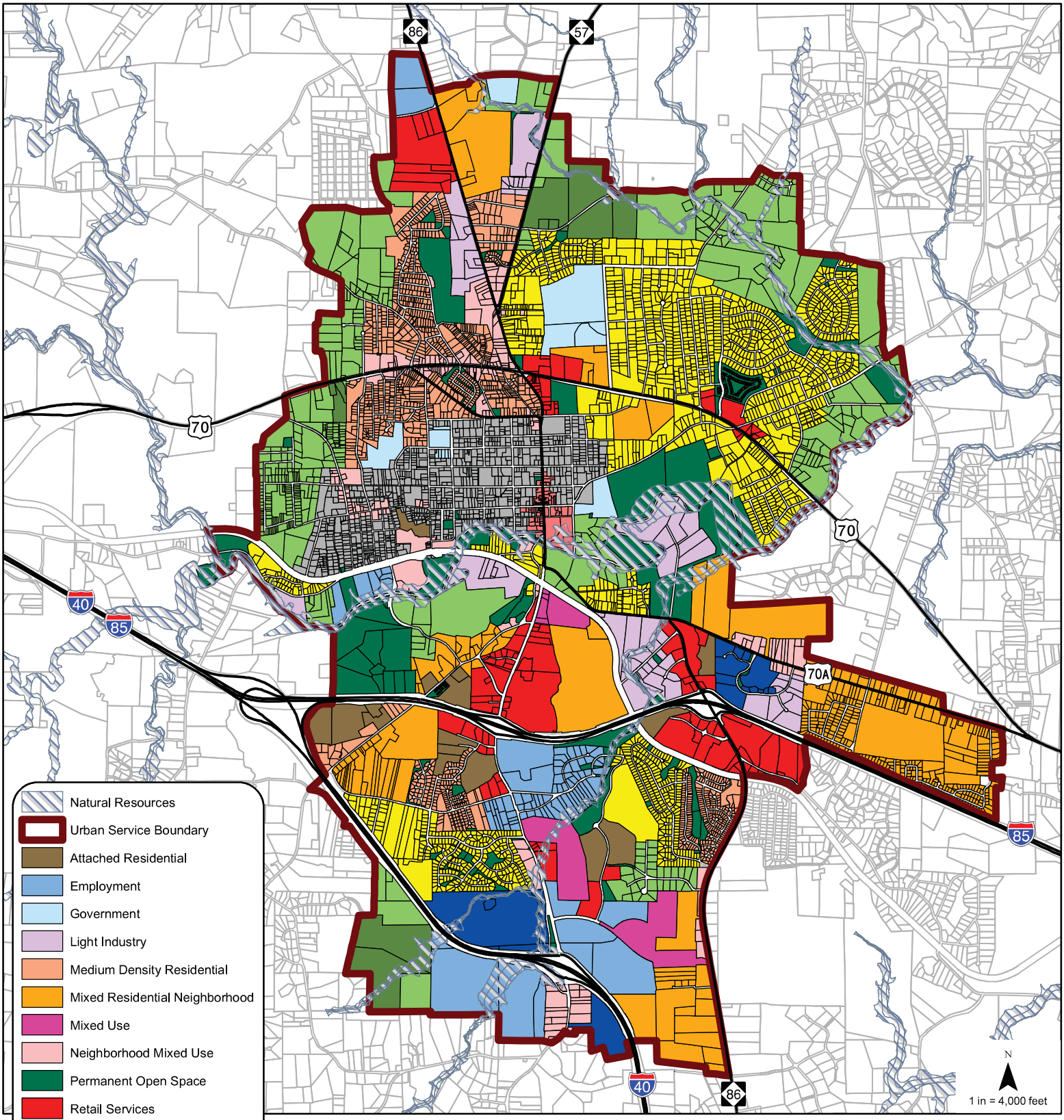


EXHIBIT C

Town of Hillsborough/Orange County Central Orange Coordinated Area Land use Plan
Areas Within the Town's Urban Service Boundary



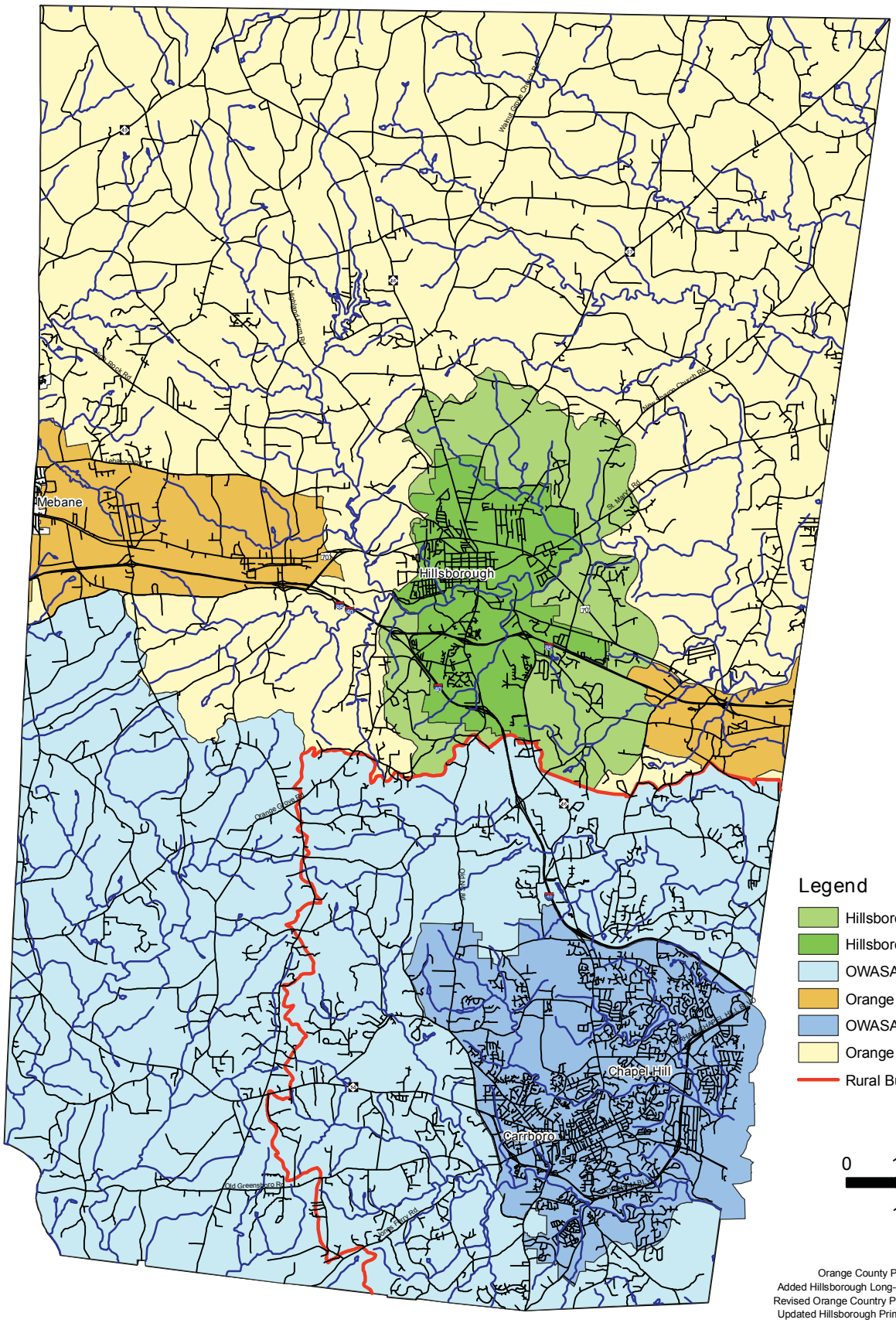
The **Urban Service Boundary** indicates the limits of Hillsborough water and sewer service consistent with an Inter-local Agreement with Orange County, OWASA, Chapel Hill, Carrboro, and Hillsborough. Future Land Uses would be used by Hillsborough and Orange County as the basis for approving zoning designations on colored parcels and those within the boundary, consistent with the Inter-local Agreement between Orange County and Hillsborough.

Areas **outside** the Urban Services Boundary **with** a Future Land Use designation are due to the boundary crossing a parcel. Areas **outside** the Urban Services Boundary with current utility service from the Town of Hillsborough **will retain service**.

Approved by Hillsborough 3-11-13
Approved by the BOCC 11-5-13
Amended by the BOCC and Hillsborough 9-12-16

EXHIBIT D

Appendix A
Water and Sewer Management Planning and Boundary Agreement



Orange County Planning and Inspections Department
Added Hillsborough Long-Term Service Area, Miriam Coleman, 10/5/10
Revised Orange Country Primary Service Area, Miriam Coleman, 10/5/10
Updated Hillsborough Primary Service Area, Miriam Coleman, 10/22/08
Updated Streets, Miriam Coleman, 2002
Revised Map to show retracted Chapel Hill Urban Service Boundary, Carrie Whitehill, 11/14/01
Original Map Prepared by Beth McFarland, 04/17/97

EXHIBIT E

(LAND USE, REZONING AND ENTITLEMENTS)

THIS OWNER AUTHORIZATION AND CONSENT ("**Authorization**") is made and entered into as of the date set forth below, by WILLIAM PATRICK CLAYTON, JUDITH HEWITT CLAYTON, JOHN OLIVER CLAYTON, SHIRLEY MILLER CLAYTON, OLIVIA ANN RIDGE, DAVID EUGENE RIDGE, KATHY ELIZABETH CORN, CHRISTY DEANNA BAILEY AND BRYANT LEE BAILEY (hereinafter jointly referred to as "**Owner**"), for the benefit of TERRA EQUITY, INC., a Texas corporation and/or its successors and assigns ("**Buyer**"), and ORANGE COUNTY, NORTH CAROLINA (the "**County**");

RECITALS

A. Owner is the owner of that certain real property located in Orange County, North Carolina, bearing PIN Number 9863916573 and more particularly described on Exhibit A attached hereto (the "**Property**").

B. Buyer is under contract to purchase the Property and in connection therewith has made and/or intends to make certain applications to the County for land use amendments, map amendments, rezoning, zoning amendments, site plan approval, permits, and other approvals and entitlements necessary or desired in connection with the proposed purchase and/or development of the Property (the "**Entitlement Requests**").

C. Owner has agreed to provide this Authorization to authorize and consent to the Entitlement Requests.

AUTHORIZATION AND CONSENT

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Owner hereby authorizes Buyer to make the Entitlement Requests and hereby consents to the Entitlement Requests. Buyer and the County shall be authorized to rely on this Authorization as to any and all Entitlement Requests made by Buyer.

IN WITNESS WHEREOF, Owner has caused this Authorization to be executed as of the date set forth in the notary acknowledgment below.

OWNER:

WILLIAM PATRICK CLAYTON

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Judith Hewitt Caston

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August 3, 2

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Mary TERR
2/23/20

Shirley Miller Clayton

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North Carolina

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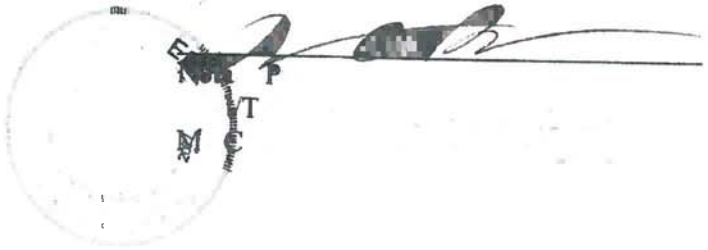

Kathy Elizabeth Corn
KATHY E IZAB CORN

North Carolina

ARY ETOR
2/23/20

Christy Deanna Bryant

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Thence, N 89° 26' 09" W for a distance of 156.24 feet to a point; Thence, N 00° 10' 25" E for a distance of 129.93 feet to a point; Thence, N 00° 10' 08" E for a distance of 668.05 feet to a point; Thence, N 00° 16' 54" E for a distance of 1598.61 feet to the point of beginning, containing 2,550,802 square feet OR 58.558 acres, more or less.

Notwithstanding anything herein to the contrary, **LESS AND EXCEPTING HEREFROM** all property located on the north side of Interstate 40.

OWNER AUTHORIZATION AND CONSENT
(LAND USE, REZONING AND ENTITLEMENTS)

THIS OWNER AUTHORIZATION AND CONSENT ("**Authorization**") is made and entered into as of the date set forth below, by LANDMARK MANAGEMENT PARTNERS, LLC AND FACILITY CARE SERVICES, INC. (hereinafter jointly and severally referred to as "**Owner**"), for the benefit of TERRA EQUITY, INC., a Texas corporation and/or its successors and assigns ("**Buyer**"), and ORANGE COUNTY, NORTH CAROLINA (the "**County**");

RECITALS

A. Owner is the owner of that certain real property located in Orange County, North Carolina, bearing PIN Number 9862-99-8894 and more particularly described on Exhibit A attached hereto (the "**Property**").

B. Buyer is under contract to purchase the Property and in connection therewith has made and/or intends to make certain applications to the County for land use amendments, map amendments, rezoning, zoning amendments, site plan approval, permits, and other approvals and entitlements necessary or desired in connection with the proposed purchase and/or development of the Property (the "**Entitlement Requests**").

C. Owner has agreed to provide this Authorization to authorize and consent to the Entitlement Requests.

AUTHORIZATION AND CONSENT

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Owner hereby authorizes Buyer to make the Entitlement Requests and hereby consents to the Entitlement Requests. Buyer and the County shall be authorized to rely on this Authorization as to any and all Entitlement Requests made by Buyer.

IN WITNESS WHEREOF, Owner has caused this Authorization to be executed as of the date set forth in the notary acknowledgment below.

LANDMARK MANAGEMENT PARTNERS, LLC

By: H. Nathan Robbins

Its: Member

NOTARY BLOCK TO FOLLOW ON NEXT PAGE

STATE OF NC)
)
COUNTY OF Orange)

The foregoing instrument was subscribed, sworn to and acknowledged before me this 14th day of May, 2020, by H. Nathan Robinson, as Member of Landmark Management Partners, LLC, for and on behalf of such company.

My commission expires: 10/15/2020

Allison E. Lassiter
NOTARY PUBLIC

[SEAL]



FACILITY CARE SERVICES, INC.

By: Mary L. Kernahan
Its: President, FCS

STATE OF New York)
)
COUNTY OF Steuben)

The foregoing instrument was subscribed, sworn to and acknowledged before me this 15 day of May, 2020. by Mary L. Kernahan as President of Facility Care Services, Inc., for and on behalf of such corporation.

My commission expires: 2/6/2021

NOTARY PUBLIC

[SEAL]

TAMMIE L FLYNN
NOTARY PUBLIC-STATE OF NEW YORK
No. 01FL6354021
Qualified In Steuben County
My Commission Expires 02-06-2021

Exhibit A

Legal Description: Davis Drive Tract (PIN 9863718857)

Beginning from an existing 1.2 inch iron pipe lying on the northern public right of way line of Davis Drive and having North Carolina State Plane Coordinates E:1969412.93' & N:829571.12'; Thence departing said public right of way line of Davis Drive, N 00° 21' 37" W for a distance of 522.88 feet to a point; Thence, S 89° 11' 51" E for a distance of 892.27 feet to a point; Thence, N 89° 03' 10" E for a distance of 148.00 feet to a point; Thence, S 16° 58' 44" E for a distance of 388.54 feet to a point on the western public right of way line of Old NC 86; Thence departing said public right of way line of Old NC 86, S 16° 58' 44" E for a distance of 38.83 feet to the centerline of said public right of way, also being the beginning of a curve; Said curve running along said centerline and turning to the left through an angle of 02° 07' 40", having a radius of 2865.00 feet, and whose long chord bears S 34° 15' 10" W for a distance of 106.39 feet to a point; Thence along said centerline, S 33° 11' 20" W for a distance of 29.69 feet to a point lying on the intersectional centerline of Old NC 86 and Davis Drive, said point also being the beginning of a curve; Thence following the centerline of Davis Drive for the following four (4) calls: along said curve turning to the left through an angle of 09° 19' 27", having a radius of 818.91 feet, and whose long chord bears N 86° 34' 49" W for a distance of 133.12 feet to a point; S 88° 45' 26" W for a distance of 284.67 feet to the beginning of a curve; said curve turning to the left through an angle of 00° 45' 19", having a radius of 5000.00 feet, and whose long chord bears S 88° 22' 47" W for a distance of 65.92 feet to a point; S 88° 00' 07" W for a distance of 602.29 feet to a point; Thence departing said centerline of Davis Drive, N 00° 27' 40" W for a distance of 29.80 feet to the point of beginning, containing 584190 square feet OR 13.411 acres, more or less.

OWNER AUTHORIZATION AND CONSENT
(LAND USE, REZONING AND ENTITLEMENTS)

THIS OWNER AUTHORIZATION AND CONSENT ("**Authorization**") is made and entered into as of the date set forth below, by SUZANNE MCGRADY (FKA SUZANNE UPTON) of 11508 Bridgetender Drive, Richmond, VA 23233 ("**Owner**"), for the benefit of TERRA EQUITY, INC., a Texas corporation and/or its successors and assigns ("**Buyer**"), and ORANGE COUNTY, NORTH CAROLINA (the "**County**");

RECITALS

A. Owner is the owner of that certain real property located in Orange County, North Carolina, bearing PIN Number 9863-71-8857 and more particularly described on Exhibit A attached hereto (the "**Property**").

B. Buyer is under contract to purchase the Property and in connection therewith has made and/or intends to make certain applications to the County for land use amendments, map amendments, rezoning, zoning amendments, site plan approval, permits, and other approvals and entitlements necessary or desired in connection with the proposed purchase and/or development of the Property (the "**Entitlement Requests**").

C. Owner has agreed to provide this Authorization to authorize and consent to the Entitlement Requests.

AUTHORIZATION AND CONSENT

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Owner hereby authorizes and consents to Buyer making the Entitlement Requests. Buyer and the County shall be authorized to rely on this Authorization as to any and all Entitlement Requests made by Buyer.

IN WITNESS WHEREOF, Owner has caused this Authorization to be executed as of the date set forth in the notary acknowledgment below.

SHM'Grady
Suzanne McGrady (fka Suzanne Upton)

STATE/COMMONWEALTH OF Virginia

COUNTY OF Henrico

I certify that the following person personally appeared before me this day, acknowledging to me that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: Suzanne McGrady.

Witness my hand and Notarial Stamp/Seal this 14th day of May, 2020.

Christena Marie Rulli-Peters
Notary Public
Print/Type Name: Christena Marie Rulli-Peters
My Commission Expires: Nov. 30, 2023.

CHRISTENA MARIE RULLI-PETERS
NOTARY PUBLIC
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES NOV. 30, 2023
COMMISSION #7820486

Exhibit A

Property Description

Being all that certain tract or parcel of land lying and being situate in Hillsborough Township, Orange County, North Carolina, and being more particularly described as:

BEING ALL of that tract of land, containing approximately 100 acres, described in that deed from Marshall L. Cates and wife, Bera D. Cates to C.H. Pegg dated May 19, 1960 and recorded in Book 178, Page 361, Orange County Registry, to which deed reference is hereby made for a more particular description.

LESS AND EXCEPT: (i) that tract of land, containing approximately 8.5 acres, conveyed to the Department of Transportation of the State of North Carolina by deed recorded in Book 394, Page 319, Orange County Registry; and (ii) that tract of land, containing approximately 2.7 acres, conveyed to Allen and Sally Addison by deed recorded in Book 894, Page 637, Orange County Registry.

Said tract of land, less and except the aforementioned two (2) out-conveyances, is more particularly shown and depicted as that tract containing approximately 90.372 acres on that plat entitled "Boundary Survey for Eleanor S. Pegg" recorded in Plat Book 79, Page 117, Orange County Registry.

EXHIBIT F

DENYSE
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Research Triangle Logistics Park

Raleigh, NC

Signage Concepts

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Art for Approval

Thank you for your business. Following you will find drawings that have been generated for your review and consent. These drawings represent our interpretations of your request. As the customer you will assume all financial responsibility for products manufactured in compliance with the signed drawings. Please read carefully before signing.

Please inspect these drawings carefully, making sure they are an exact, complete, and accurate reflection of what you are wanting us to build. A mounting detail may also be included. Make certain that it matches the expected conditions of the site and answers any concerns that you or any of your contractors may have. If the drawings meet with your approval please sign them to indicate your approval. If you have any questions or concerns, please contact your DeNyse Representative and they will be more than happy to assist you. If you have changes, please mark up the drawings and get them back to us so that we can make the necessary adjustments.

Upon approval, these drawings will be put into manufacturing and an estimated completion date will be generated and forwarded to you. An estimated completion date is only generated upon receipt of your signed approval. It is important that you approve these drawings in a timely manner to ensure prompt completion of your project.

You will find a Copyright located on the top right-hand corner of each of the following pages. Please note that these documents may not be used to secure pricing or bids without the express written consent from a DeNyse Representative.

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Side B

Colors & Finishes

Colors shown here may not exactly match manufacturers color chart swatch or actual sample. Client to either provide samples or specifications for custom colors prior to production or approve DeNyse color samples or color specifications

- C1 TBD
- C2 TBD
- C3 Matthews 41342SP "Brushed Aluminum"
- C4 White

Fonts Used

Client Artwork (vector)



Main Id

Scale: 1/2" = 1'-0"

Customer Signature Required

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Management Company
N/A

Property Name & Address
Research Triangle
Logistics Park
Raleigh, NC

Opportunity Number
36383

DeNyse Representative
Richard Swartz

Designer
J. Dew

Date
06.02.2020

Revision Date
1 06.03.2020 jd
06.04.2020 rs

Filepath
Research Triangle Logistics Park\Master Sign Plan v4

- Concept
- Preliminary
- Production

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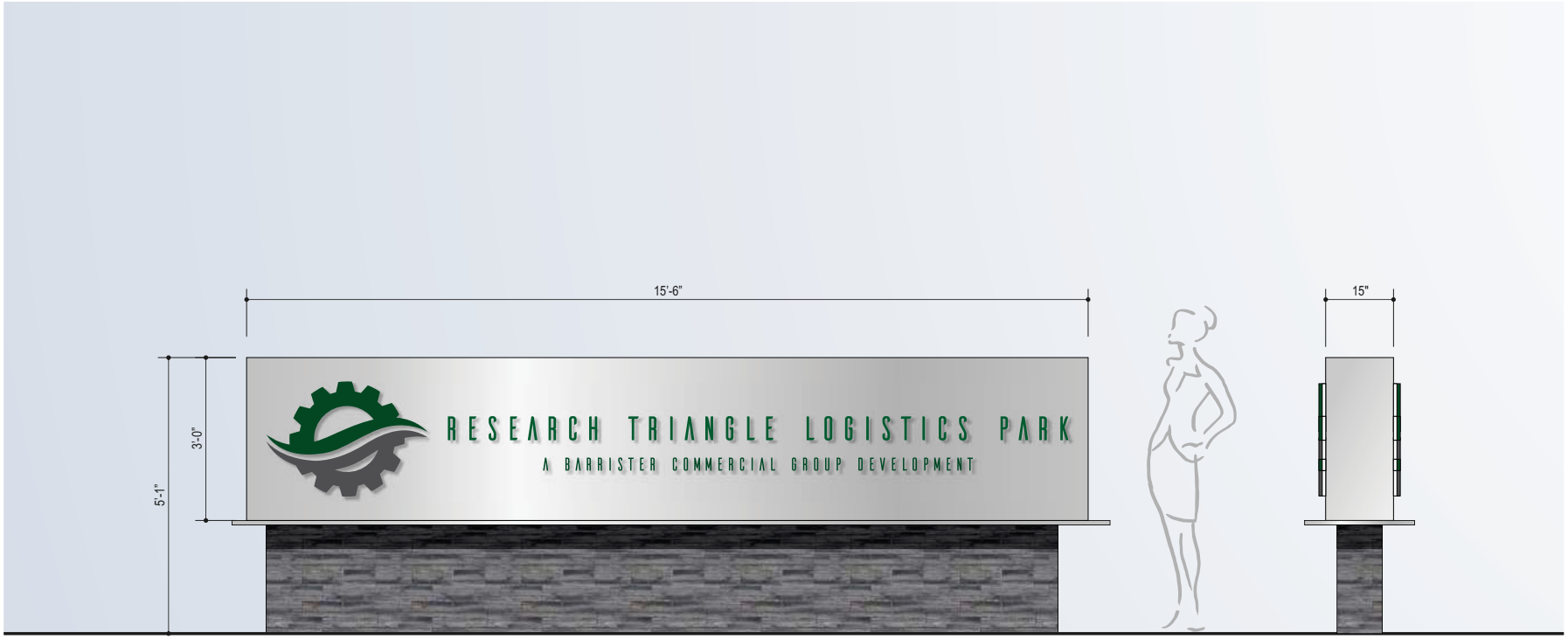
- C1 TBD
- C2 TBD
- C3 Matthews 41342SP "Brushed Aluminum"
- C4 White

Fonts Used

Client Artwork (vector)



Secondary Id

Scale: 1/2" = 1'-0"

Customer Signature Required

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Management Company
N/A

Property Name & Address
Research Triangle
Logistics Park
Raleigh, NC

Opportunity Number
36383

DeNyse Representative
Richard Swartz

Designer
J. Dew

Date
06.02.2020

Revision Date
1 06.03.2020 jd
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Filepath
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- ● Preliminary
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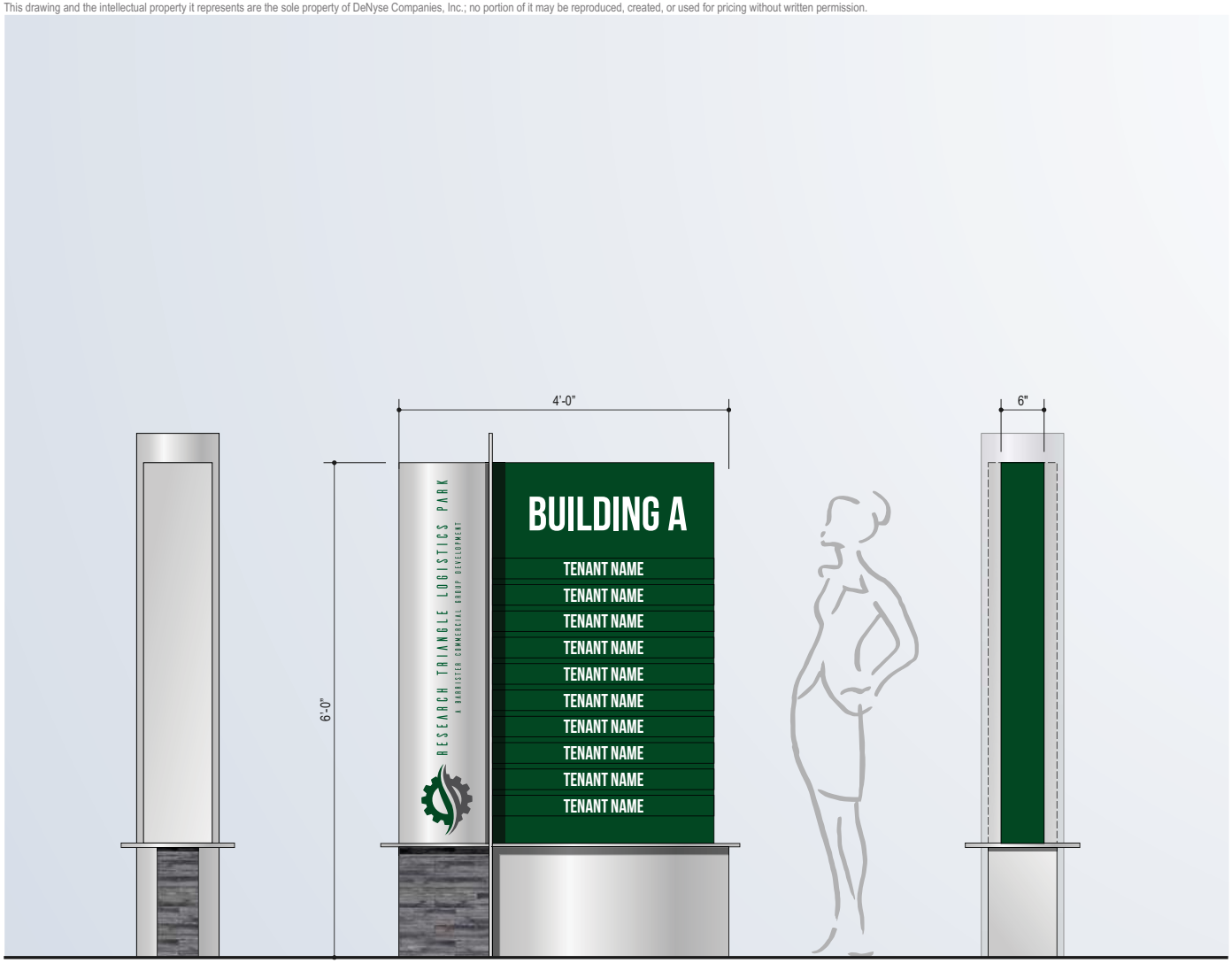

Colors & Finishes

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- C1 TBD
- C2 TBD
- C3 Matthews 41342SP "Brushed Aluminum"
- C4 White

Fonts Used

Client Artwork (vector)
Bebas Neue

Building Directory

Scale
3/4" = 1'-0"

Customer Signature Required

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Management Company
N/A

Property Name & Address
Research Triangle
Logistics Park
Raleigh, NC

Opportunity Number
36383

DeNyse Representative
Richard Swartz

Designer
J. Dew

Date
06.02.2020

Revision Date
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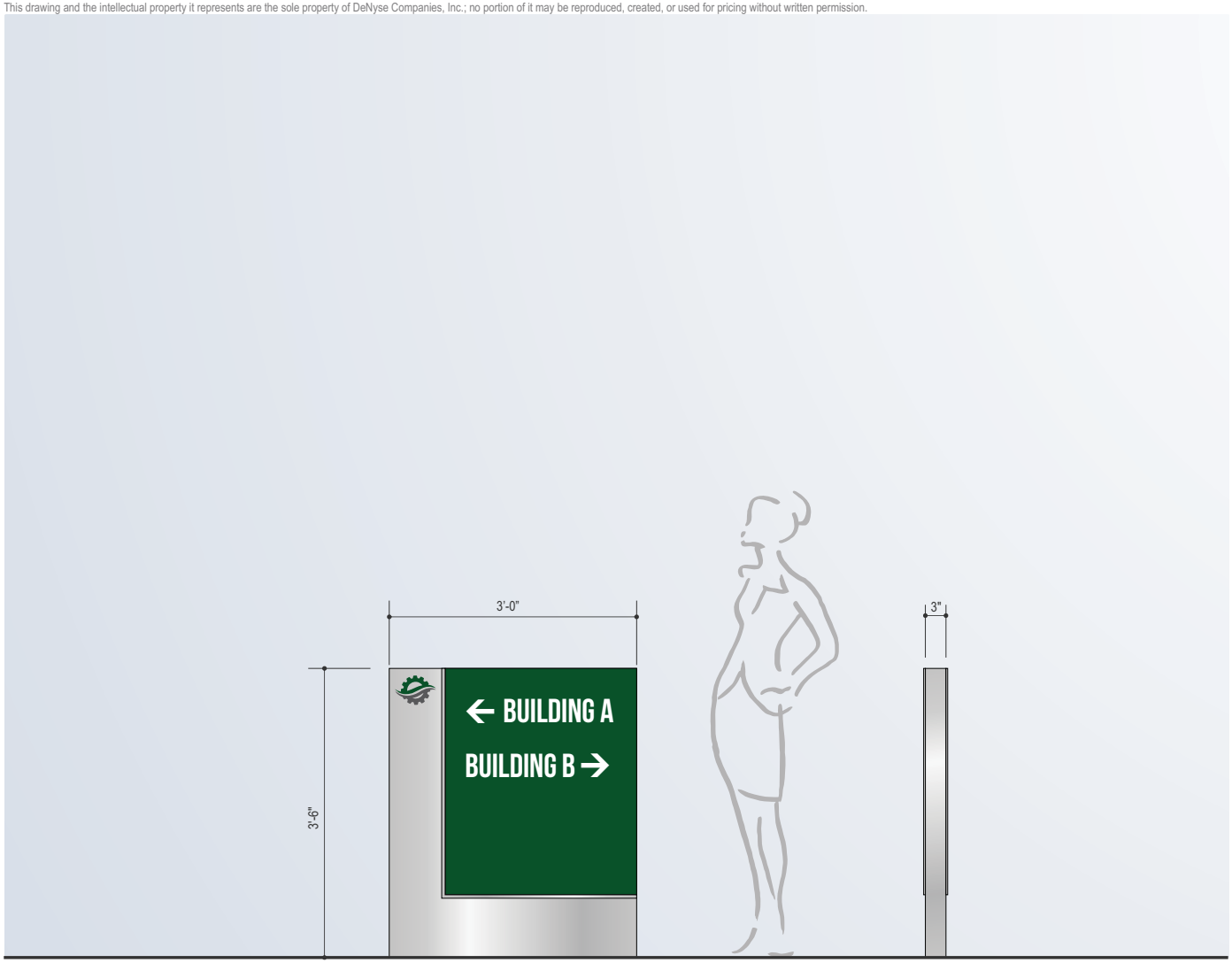

Colors & Finishes

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- C1 TBD
- C2 TBD
- C3 Matthews 41342SP "Brushed Aluminum"
- C4 White

Fonts Used

Client Artwork (vector)
Bebas Neue

Directional Sign

Scale
3/4" = 1'-0"

Customer Signature Required

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Management Company
N/A

Property Name & Address
Research Triangle
Logistics Park
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Opportunity Number
36383

DeNyse Representative
Richard Swartz

Designer
J. Dew

Date
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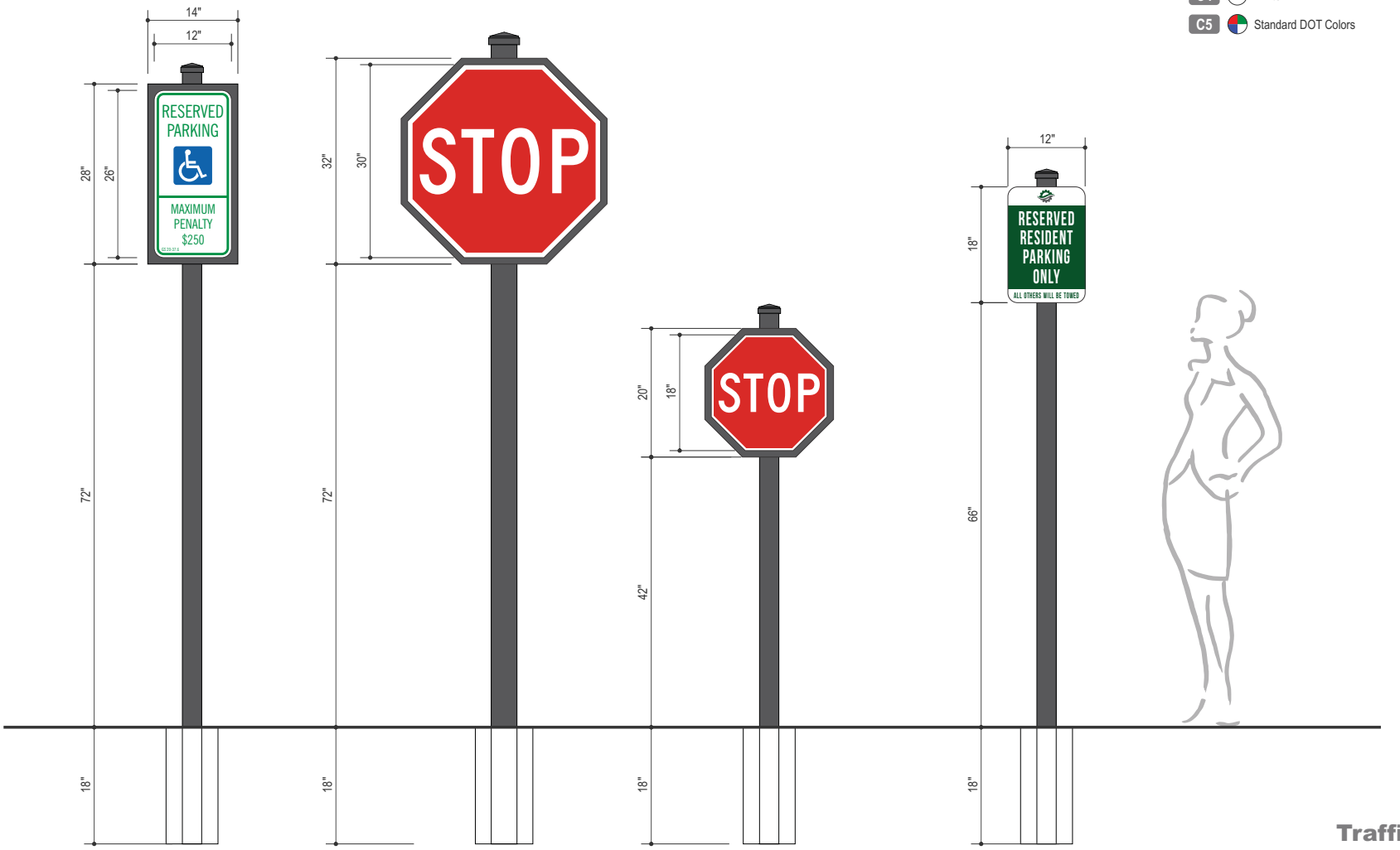

Colors & Finishes

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- C1 TBD
- C2 TBD
- C3 Matthews 41342SP "Brushed Aluminum"
- C4 White
- C5 Standard DOT Colors

Traffic Signs

Scale
3/4" = 1'-0"

Customer Signature Required

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Management Company
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Property Name & Address
Research Triangle
Logistics Park
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Opportunity Number
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DeNyse Representative
Richard Swartz

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Sample Letter



Sample Text

Colors & Finishes

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C4 White

Fonts Used

Bebas Neue

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36383

DeNyse Representative
Richard Swartz

Designer
J. Dew

Date
06.02.2020

Revision Date
1 06.03.2020 jd
06.04.2020 rs

Filepath
Research Triangle Logistics Park\Master Sign Plan v4

Plastic Formed Non-Illuminated Building Address

Scale
1/2" = 1'-0"

Customer Signature Required

- ○ Concept
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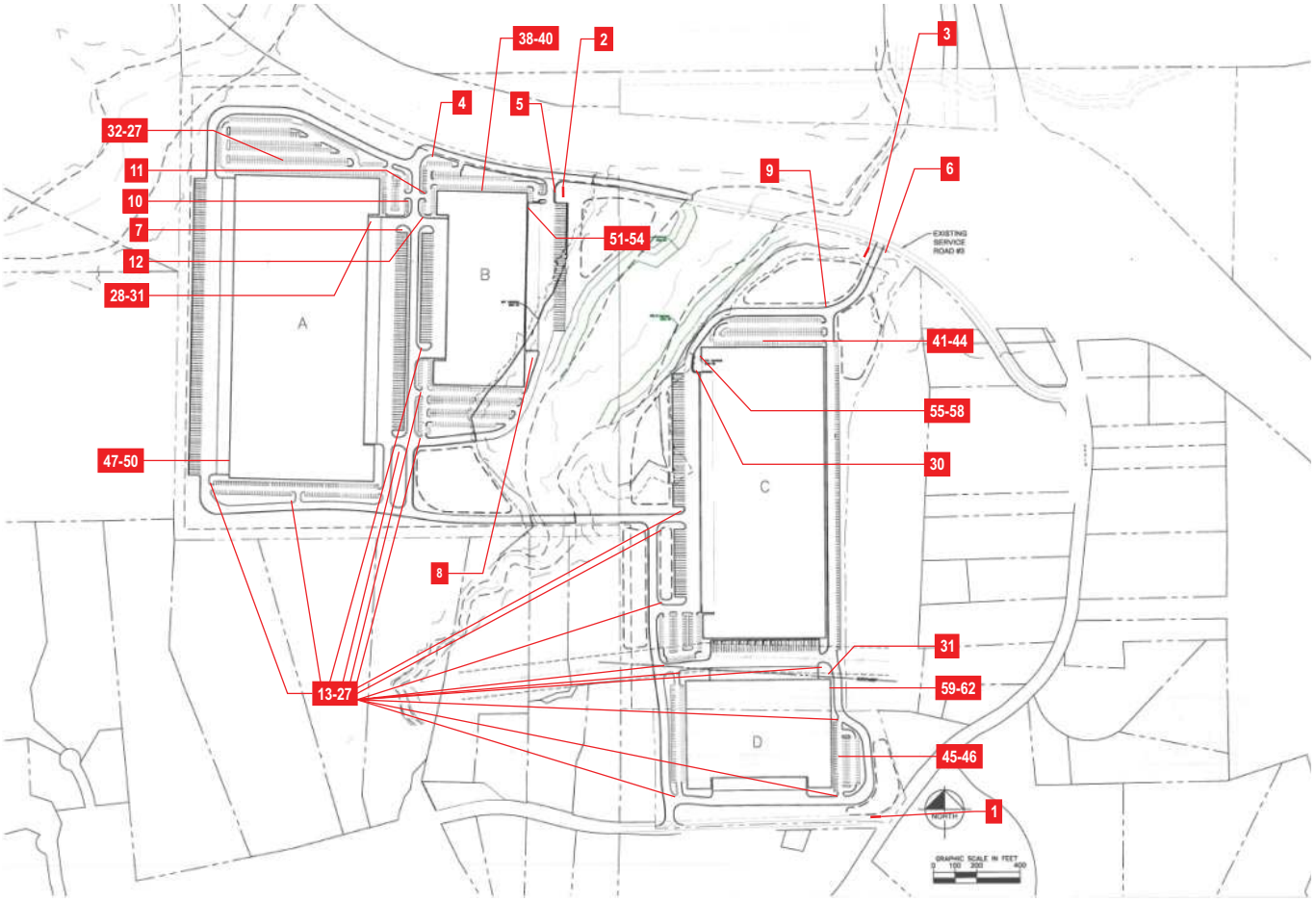

Inventory

1	Main Id
2	Secondary Id
3	Secondary Id
4	Stop Sign - 30"
5	Stop Sign - 30"
6	Stop Sign - 30"
7	Directional
8	Directional
9	Directional
10	Stop Sign - 24"
11	Stop Sign - 24"
12	Stop Sign - 24"
13-27	Stop Sign - 24"
28-31	Building Directory
32-27	Handicapped Parking - Bldg A
38-40	Handicapped Parking - Bldg B
41-44	Handicapped Parking - Bldg C
45-46	Handicapped Parking - Bldg D
47-50	Bldg Address Letter - Bldg A
51-54	Bldg Address Letter - Bldg B
55-58	Bldg Address Letter - Bldg C
59-62	Bldg Address Letter - Bldg D

Customer Signature Required

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Filepath
Research Triangle
Logistics Park\Master
Sign Plan v4

- ○ Concept
- ● Preliminary
- ○ Production

EXHIBIT G

ORANGE COUNTY
NORTH CAROLINA

ORANGE COUNTY PLANNING

ENVIRONMENTAL ASSESSMENT

An Environmental Assessment (EA) shall be required for each individual parcel proposed for development consistent with applicable criterial as detailed within the Unified Development Ordinance (UDO)

SUBJECT PARCEL:

Address: N/A, Undeveloped Tracts of Land

Parcel Identification Number (PIN): 9863718857 (Parcel #1),9863916573 (Parcel #2), 9862998894 (Parcel #3)

Acreage: 160 acres Township: Hillsborough (4) – Parcels #1 and #2
Chapel Hill (7) – Parcel #3

Zoning:

Zoning District: MPD -CZ (Parcels #1 and #2), R1 & RB (Parcel #3)

Watershed Overlay: Lower Eno, Unprotected

Other Overlay: Major Transportation Corridor (MTC) and Special Flood Hazard Area (SFHA)

Owner Information:

Parcel: 9863718857 (Parcel #1)

Name: Suzanne McGrady Home Phone: _____

Address: 11508 Bridgetender Drive Cell Phone: _____

Richmond, Virginia 23233 E-mail: _____

Parcel: 9863916573 (Parcel #2)

Name: Christy Bailey and John Clayton Home Phone: _____

Address: 7510 Country Lane Cell Phone: _____

Rougemont, NC 27572 E-mail: _____

Parcel: 9862998894 (Parcel #3)

Name: Facility Care Services Inc. Home Phone: _____

Address: 19 Harrier Circle Cell Phone: _____

Rochester, NY 14623 E-mail: _____

Applicant Information: (☐ same as owner)

Name: Chris Bostic, Kimley-Horn Work Phone: (919) 653-2927

Address: 421 Fayetteville Street, Suite 600 Cell Phone: (919) 623-0414

Raleigh, NC 27601 E-mail: Chris.Bostic@kimley-horn.com

Official Use Only:

Date Application Filed: _____ Fee Collected: _____

Accepted by: _____ Permit Case Number: _____

Zoning: _____ Watershed: _____ Overlay: _____

I. GENERAL SITE INFORMATION

A. Adjacent property:

Zoning: 9863718857 (Parcel #1)

North: EDH-5, MPD-CZ South: R1-Rural Residential

East: MPD-CZ West: R1-Rural Residential

Land Use: 9863718857 (Parcel #1)

North: Interstate 40 South: Single-Family / Undeveloped

East: Single-Family / Undeveloped West: Single-Family / Undeveloped

Zoning: 9863916573 (Parcel #2)

North: MPD-CZ South: R1-Rural Residential

East: MPD-CZ, R1-Rural Residential West: EDH-2, EDH-5

Land Use: 9863916573 (Parcel #2)

North: Interstate 40 South: Single-Family / Undeveloped

East: Single-Family / Undeveloped West: Undeveloped

Zoning: 9862998894 (Parcel #3)

North: MPD-CZ, EDH-5 South: R1-Rural Residential, RB-Rural Buffer

East: R1-Rural Residential West: R1-Rural Residential

Land Use: 9862998894 (Parcel #3)

North: Undeveloped South: Single-Family / Undeveloped

East: Single-Family / Undeveloped West: Single-Family / Undeveloped

B. Topography

Highest Elevation: 735 feet above mean sea level

Lowest Elevation: 610 feet above mean sea level

General direction of slope: Northwest and Southeast

Estimated % of property with

0 – 5% slope:	53.1%
5 – 15% slope:	44.5%
15 – 25% slope:	1.6%
More than 25% slope:	0.8%

C. Water Features / Drainage:

The following water features are located on the property:

X Streams ☐ Drainage Easements

☐ Wetlands X Special Food Hazard Area

X Ponds

Describe: Based on previously conducted studies on the parcels and a review of publicly available data, the floodplain of Cates Creek enters the project study area in the upper northwest corner of parcel #1, flowing southwest to northeast. One unnamed pond is adjacent/abutting the northwest corner of parcel #1. Another unnamed tributary and its floodplain are located in the southeast section of parcel #1 and northwest section of parcel #2. There are no wetlands, streams or floodplains are located in parcel #3. Hydrologic features were previously delineated in 2017, and no wetlands were identified on available mapping. The Total areas of hydrologic features between the three parcels is as follows:

- Streams: 2,342 LF
- Floodplains: 11.3 ac.
- Buffers: Zone 1 - 133,099 SF, Zone 2 - 87,797 SF

(Attach additional sheets if needed)

D. Does the property contain any of the following Inventory of Natural or Cultural Resources? (As identified in the "Inventory of Sites of Cultural, Historical, Recreational, Biological, and Geological Significance in the Unincorporated Portions of Orange County" or the "Inventory of Natural Areas and Wildlife Habitats of Orange County, North Carolina".)

		Yes	No
1.	Cemeteries	____	X
2.	Archaeological sites	____	X
3.	Historic sites	____	X
4.	Areas of geological significance	____	X
5.	Designated natural areas	X	____
6	Designated habitat	____	X

For each "yes" answer above, please indicate the location on site plan and complete Attachment A.

II. PROJECT DESCRIPTION

A. Describe proposed use of property:

Development of an industrial park for manufacturing, warehousing, shipping and distribution services. The industrial park will be composed of a minimum of 4 industrial/warehouse buildings with associated parking and roadways. The development will be located on three separate parcels.

B. Number of lots: N/A

C. Number of structures: 4

D. Estimated square footage of area to be graded for development of attached residential units (excluding roads, but including parking areas) N/A

E. Estimated square footage of area to be graded for non-residential use (excluding roads)

Building Graded Area: 2,331,565 SF
Parking Graded Area: 2,075,955 SF

F. Estimated area to be graded for roads: 336,570 SF

Road Type: Public _____ Private X
Class A _____
Class B _____

Total road length 5,636 LF

III. STATE PERMITS REQUIRED

1. Does the project involve the mining of earth products? No

If so, how many cubic feet of material are expected to be excavated?

n/a

Has an application for a Mining Permit been submitted to NCDRCD?

n/a

Please attach map indicating expected extent of proposed activity.

2. **Does the project involve generation or storage of hazardous or toxic wastes, as identified by the Environmental Protection Agency?** No

Describe the wastes to be generated. n/a

How much material is expected to be generated per month?

n/a

Will any material be treated onsite? n/a

Volume? n/a

Will any material be stored onside? n/a

Volume? n/a

Where will disposal of the material take place?
n/a

How will materials be transported to the disposal site?

n/a

What measures are proposed to protect water quality and air quality in case of spills?

n/a

3. **Will the project involve a land application system for treatment of wastewater?** No

If yes, describe n/a

Has an application for a non-discharge permit been submitted to the NC Department of Environmental Management or Orange County Department of Environmental Health? n/a

4. **Is a septic tank system proposed which as a design capacity of more than 3000 gallons per day?** No

If yes, describe n/a

Has an application for a non-discharge permit been submitted to the NC Department of Environmental Management or Orange County Department of Environmental Health?

5. **Does the activity involve sludge disposal?** No

If yes, where is the source of the sludge? n/a

Describe where and how the sludge is being disposed.

n/a

Has a NPDES permit from the NC Division of Environmental Management been issued? n/a

6. **Water Usage**

[*Note – employee numbers are unknown at this point, but will be provided to Orange County once determined. Projected land use will not utilize any production or process water as no production will occur on the parcels.*]

a. Estimated no. of employees ____ x 25 gpd = _____ gpd

b. Estimated water use for climate control = _____ gpd

c. Process water

_____ % consumed

_____ % discharged to septic system

_____ % discharged to surface (including storm sewers) (describe: _____)

_____ % evaporated

_____ % reclaimed/reused

_____ % other

100%

d. Water used for cooling, heating, etc., in association with production or manufacturing

_____ % reused

_____ % consumed

_____ % discharged

(describe: _____)

100%

_____ gpd
Total Water Usage

e. Describe source of water
_____Water will be provided to the development by a water
_____extension/connection from existing Hillsborough utilities

ATTACHEMENT A
TO BE COMPLETED ONLY IF INVENTORY SITES ARE IDENTIFIED IN I.E.

(ATTACH ADDITIONAL SHEETS IF NECESSARY)

(1) a. Impact on Resource from Proposed Development

- Minor impacts will result from the proposed development due to a road crossing necessary to provide connectivity between the four proposed buildings. The crossing has been designed as a perpendicular crossing to minimize impacts, and is located higher in the watershed where the stream is smaller to further reduce impact quantities proposed. Unavoidable impacts to streams, riparian buffers, and floodplains are as follows:

  Streams: 68 linear feet (LF)

  Floodplains 0.26 acres (ac.)

  Floodway: 2,759 square feet (SF)

  Buffer Zone 1: 3,899 square feet (SF)

  Buffer Zone 2: 4,838 square feet (SF)

b. Proposed Mitigation

Compensatory mitigation for stream and riparian buffer impacts is not anticipated to be required by the US Army Corps of Engineers or the NC Division of Water Resources based on the small quantity of impacts. Perpendicular road crossings of less than 1/3rd of an acre and less than 150 LF are considered "allowable" per Neuse River Basin Riparian Buffer Rules. Floodplain impacts will be minor, and a LOMR has been prepared and submitted to the NC Floodplain Management Program and is currently under review.

STATEMENT BY APPLICANT:

I certify that the information presented by me in this application is accurate to the best of my knowledge, information, and belief.

Signature of applicant: DocuSigned by: Christopher O Bostic 397198162473 4DD...

Date: 6/3/2020

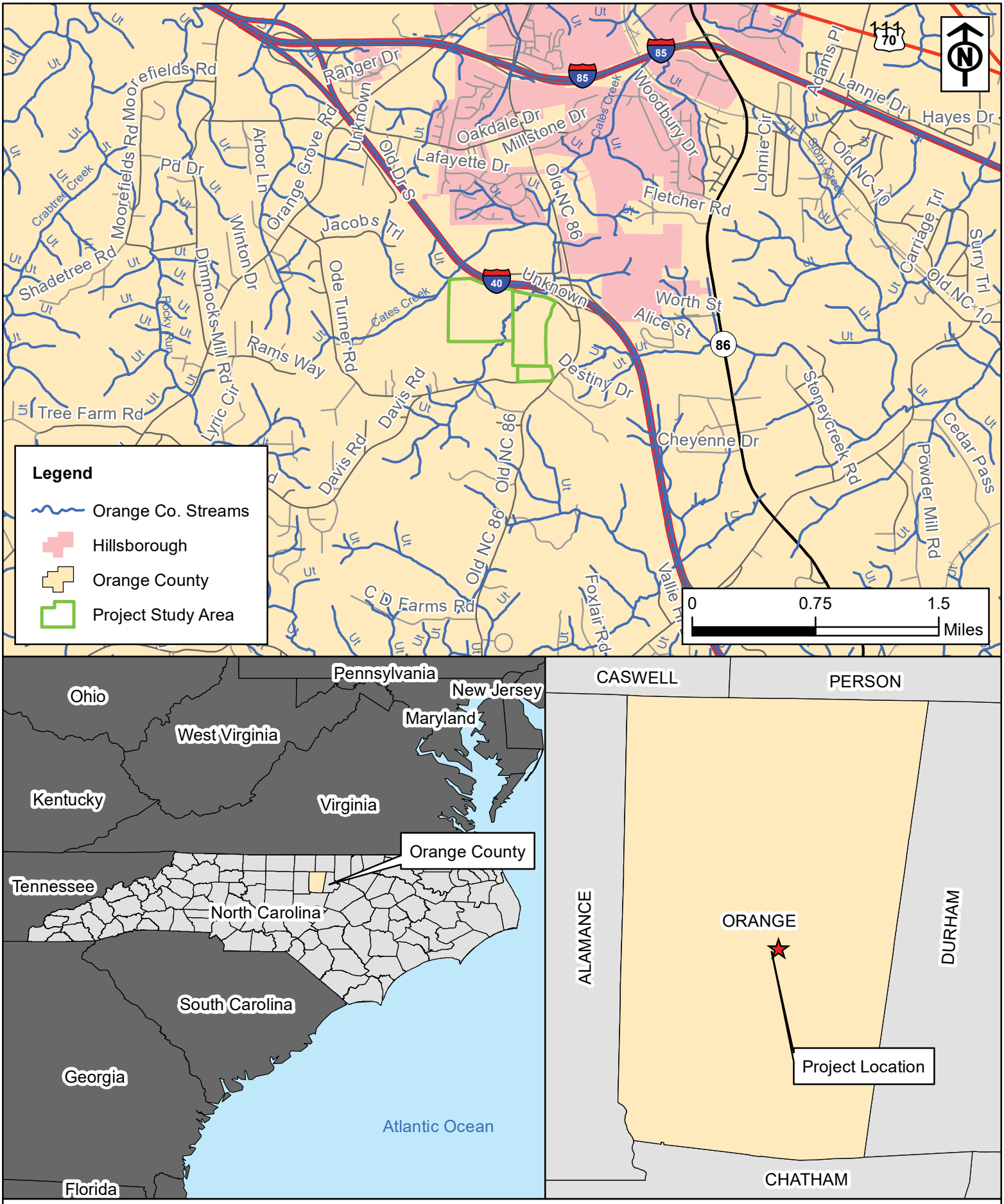

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Figure 1: Vicinity Map
Hillsborough Industrial Site
Hillsborough and Chapel Hill, Orange County, NC
May 2020

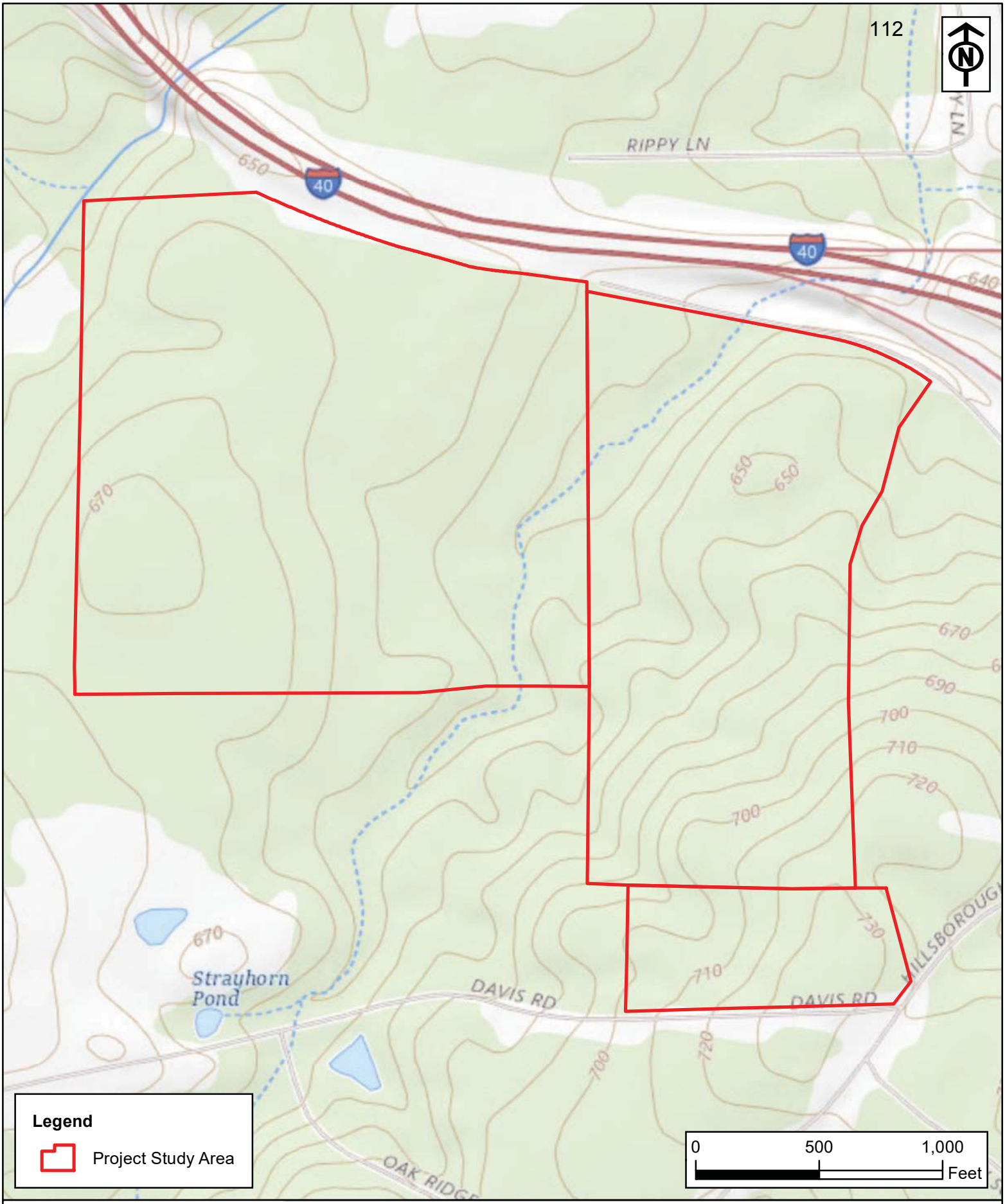

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Figure 2: USGS Topographic Map
Hillsborough Industrial Site
Hillsborough and Chapel Hill, Orange County, NC
May 2020



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Figure 3: Aerial Imagery Map
Hillsborough Industrial Site
Hillsborough and Chapel Hill, Orange County, NC
May 2020

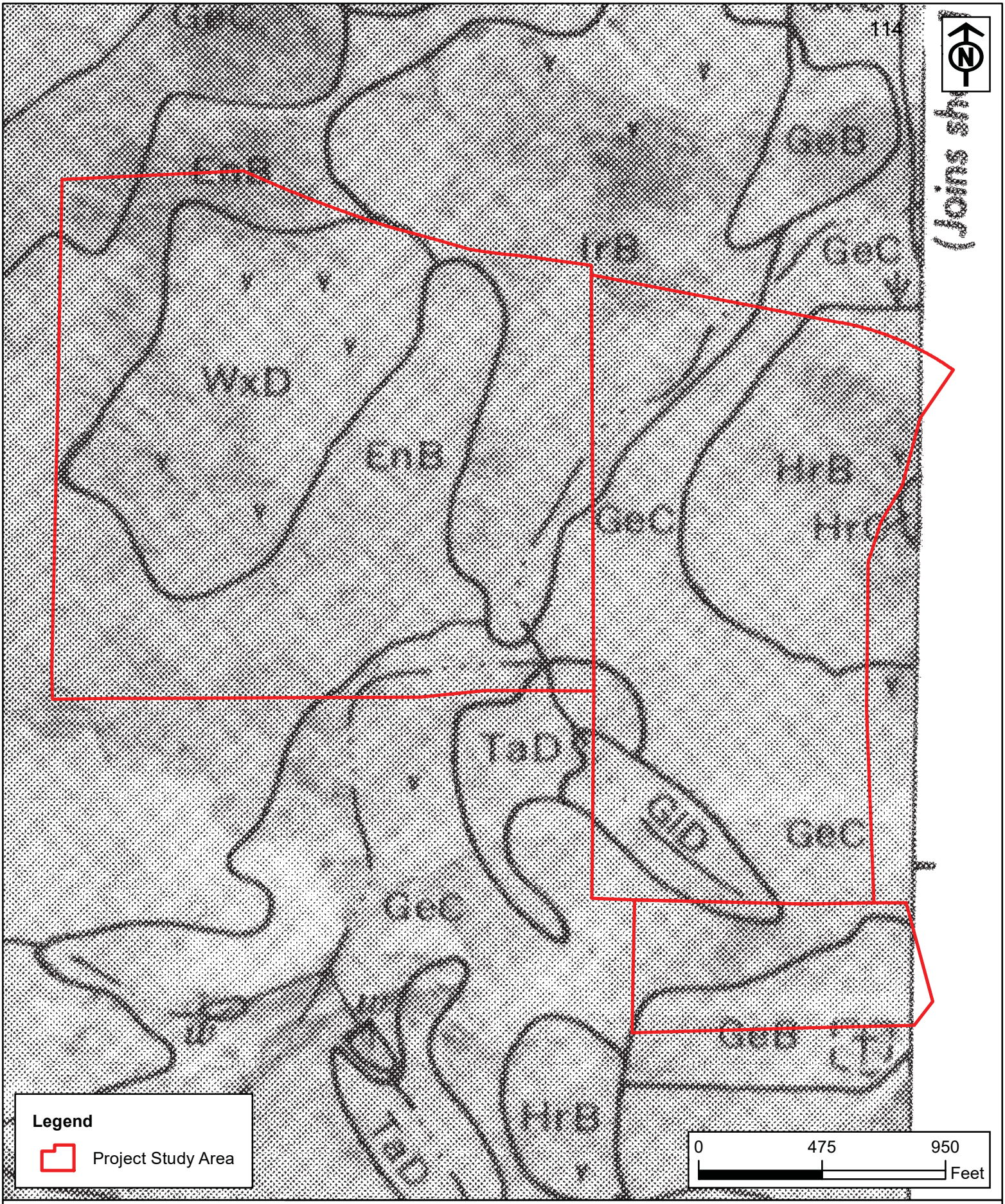

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Figure 4: NRCS Soil Survey Map
Hillsborough Industrial Site
Hillsborough and Chapel Hill, Orange County, NC
May 2020



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Figure 5: Impact Drawings
Hillsborough Industrial Site
Hillsborough, Orange County, NC
June 2020

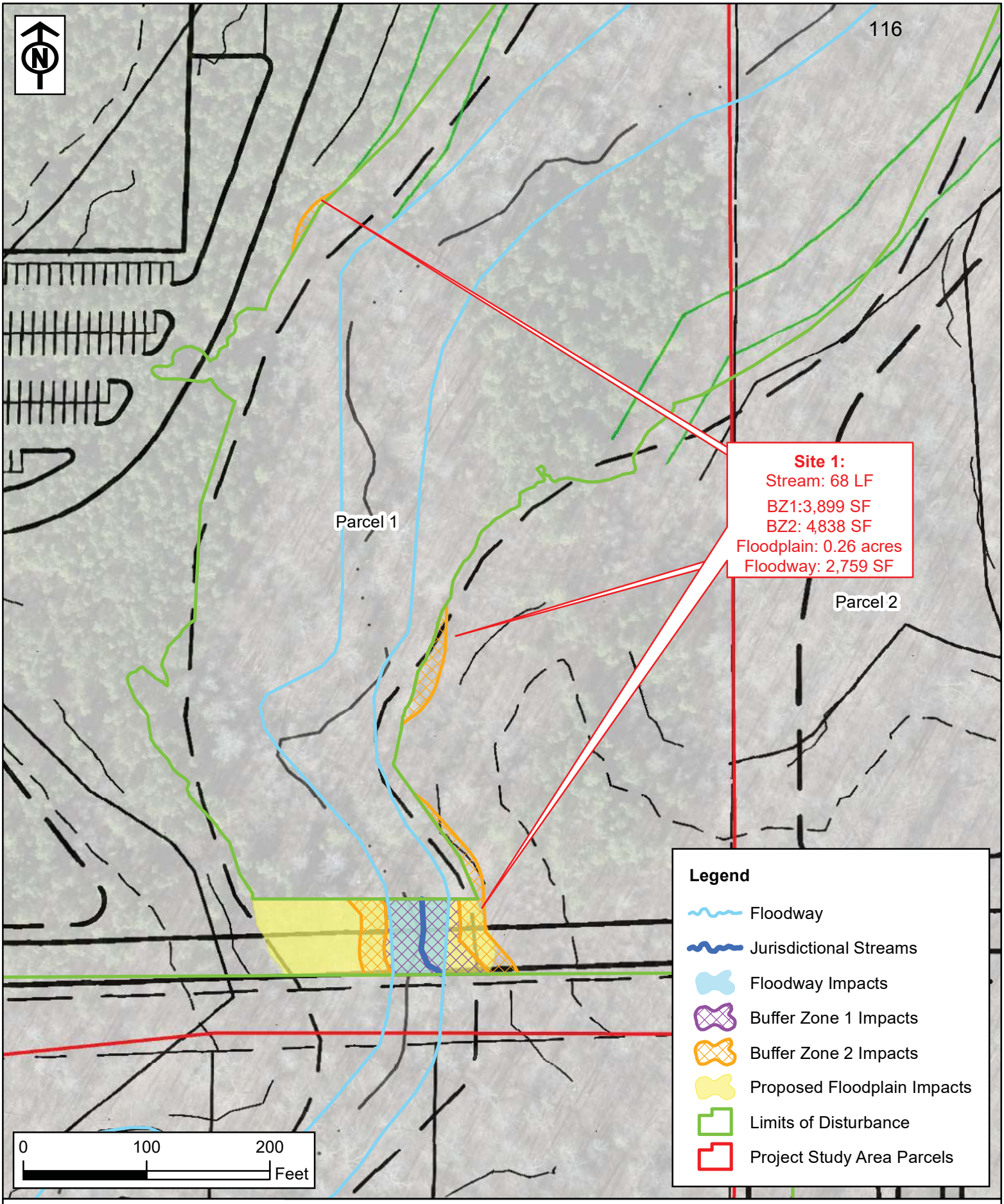

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Figure 5: Impact Drawings
Hillsborough Industrial Site
Hillsborough, Orange County, NC
June 2020



GRADED AREA TABLE

COLOR	AREA TYPE	AREA (SF)
	BUILDING GRADED AREA	2,331,565 SF
	PARKING GRADED AREA	2,075,955 SF
	ROAD GRADED AREA	336,570 SF
	STORMWATER BMP AREA	498,705 SF
	OPEN SPACE AREA	1,792,757 SF

No.	REVISIONS	DATE	BY

Kimley»Horn

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421 FAYETTEVILLE STREET, SUITE 600, RALEIGH, NC 27601
PHONE: 919-677-2000
WWW.KIMLEY-HORN.COM

KHA PROJECT 013560000
DATE 05/18/2020
SCALE AS SHOWN
DESIGNED BY JCB
DRAWN BY JCB
CHECKED BY COB

HILLSBOROUGH INDUSTRIAL SITE
FOR
BARRISTER CONSTRUCTION CORPORATION
I-40 & OLD N.C. 86
HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

PRELIMINARY NOT FOR CONSTRUCTION

GRADED AREA EXHIBIT

SHEET NUMBER
GE-1

Plotted By:Myers, Chanse Layout:PSL-1 PRELIMINARY SITE LAYOUT May 21, 2020 02:57:12pm C:\SubDrives\KDrive\RAL_LDEV_Marketing Proposals\Barrister Commercial\Hillsborough Industrial Site\CAD\Exhibits\2020-05-13 Slope Exhibit\2020-05-13 Graded Area.dwg
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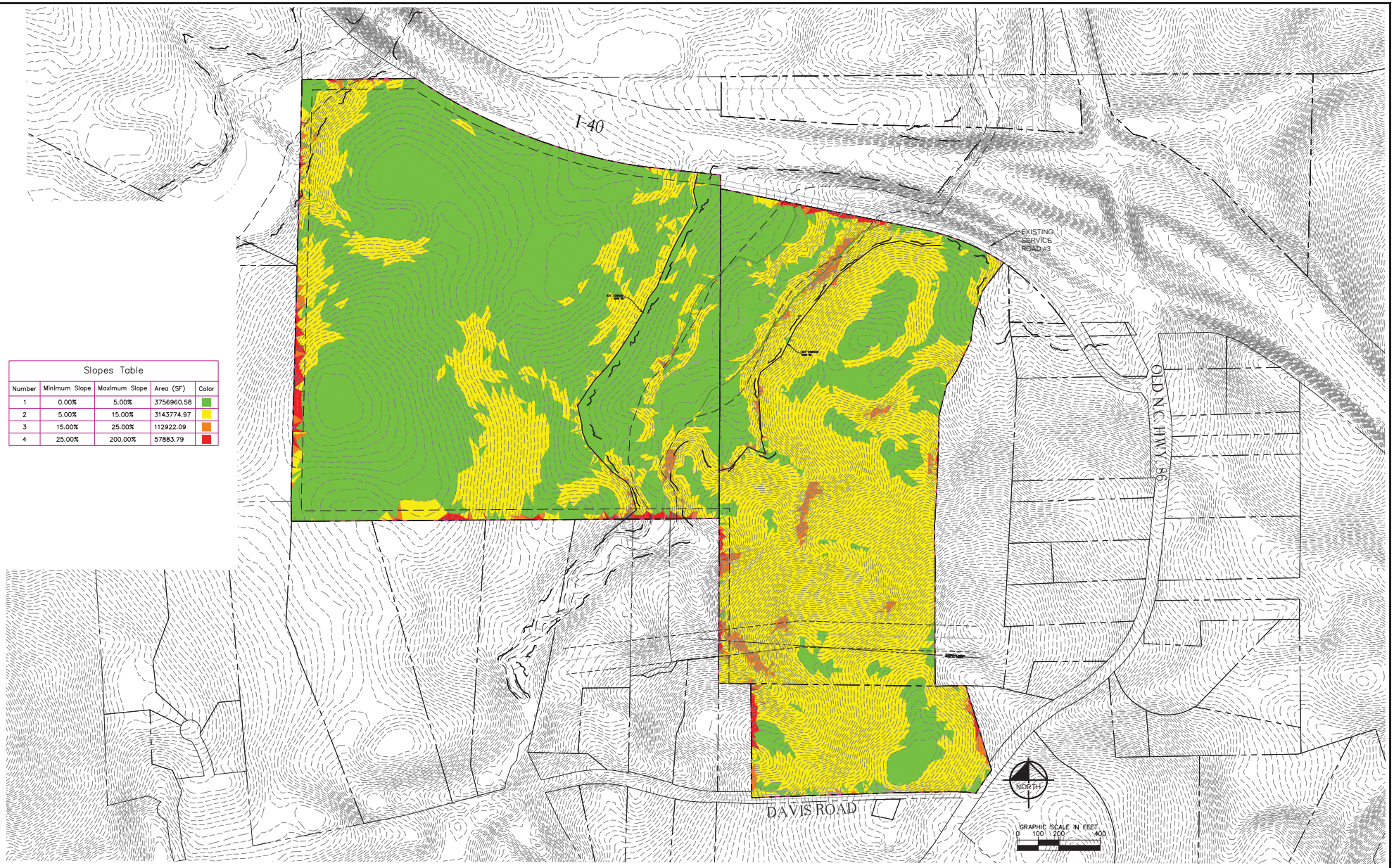

Slopes Table

Number	Minimum Slope	Maximum Slope	Area (SF)	Color
1	0.00%	5.00%	3756960.58	
2	5.00%	15.00%	3143774.97	
3	15.00%	25.00%	112922.09	
4	25.00%	200.00%	57883.79	

Layout: SI-1 Slope Exhibit May 19, 2020 05:35:17pm C:\SubDrives\KDrive\RAL_LDEV_Marketing Proposals\Barrister Commercial\Hillsborough Industrial Site\CAD\Exhibits\2020-05-13 Slope Exhibit\SI-1 Slope Exhibit.dwg

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No.	REVISIONS	DATE	BY

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KHA PROJECT 013560000
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DESIGNED BY JCB
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CHECKED BY COB

HILLSBOROUGH INDUSTRIAL SITE
FOR
BARRISTER CONSTRUCTION CORPORATION
I-40 & OLD N.C. 86
HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

PRELIMINARY NOT FOR CONSTRUCTION

EXISTING SLOPE EXHIBIT

SHEET NUMBER
SI-1

EXHIBIT H

Research Triangle Logistics Park
Traffic Impact Analysis

June 4, 2020

Prepared for:

Terra Equity Inc.
A Division of Barrister Commercial Group
3810 Springhurst Boulevard, Suite 120
Louisville, KY 40241

Prepared by:

Stantec Consulting Services Inc.
801 Jones Franklin Road
Suite 300
Raleigh, NC 27606

File: 171002240

Sign-off Sheet

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Prepared by _____

(signature)

Maggie Rogers

Reviewed by _____

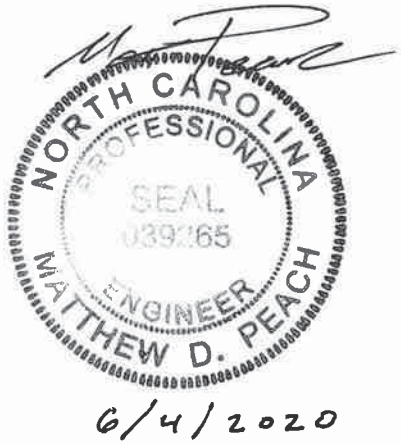
(signature)

Matt Peach, PE, PTOE

Approved by _____

(signature)

Christa Greene, PE



6/4/2020

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Executive Summary

The Research Triangle Logistics Park is a proposed development located along Old NC 86 in Hillsborough, Orange County, NC. The site encompasses the area along the west side of Old NC 86, between Davis Road and Interstate 40 (I-40) and is anticipated to be completed in 2023. The site is envisioned to consist of 2,251,200 square feet of warehouse.

At build out, the proposed development is anticipated to generate 3,648 new trips per average weekday. In the AM and PM peak hours, the development will generate approximately 320 AM peak hour trips (247 entering and 73 exiting) and 326 PM peak hour trips (88 entering and 238 exiting).

Access to the proposed development is expected to be provided by the existing Service Road; which parallels I-40, and Davis Road. There are three (3) proposed driveways along the Service Road and one driveway proposed for Davis Road.

The purpose of this report is to evaluate the development in terms of projected vehicular traffic conditions, evaluate the ability of the adjacent roadways and multimodal facilities to accommodate the additional traffic and to recommend transportation improvements needed to mitigate congestion that may result from additional site traffic. This report presents trip generation, trip distribution, traffic analyses, and recommendations for improvements needed to meet anticipated traffic demands. This report examines the following scenarios for the AM and PM peak hours:

- 2020 Existing
- 2023 No-Build
- 2023 Build
- 2023 Build-Improved

Capacity analyses for the AM and PM peak hours in each scenario were performed for the following existing intersections:

- Old NC 86 at Waterstone Drive / Rippy Lane;
- Old NC 86 at I-40 Westbound Ramp;
- Old NC 86 at I-40 Eastbound Ramp;
- Old NC 86 at Service Road; and
- Old NC 86 at Davis Road.

Table ES-1 shows a summary of the delays and levels of service for the study area intersections. The following are observations resulting from the traffic analysis.

Heavy left-turning traffic is noted on the southbound approach to the intersection of Old NC 86 at the I-40 Eastbound Ramp. The proposed development does not add vehicles to this turn. The analysis of this proposed signal is performed conservatively using protected-only left-turn treatments per North Carolina Department of Transportation Congestion Management *Capacity Analysis Guidelines*. It is likely that this left-turn will be designed and operated with a flashing yellow arrow; which would improve operations.

Queues were observed to extend along Old NC 86 from the I-40 Eastbound ramps beyond the Service Road. This impediment creates longer queues on the Service Road. As discussed previously, operating the southbound left-turn

at the intersection of Old NC 86 at I-40 Eastbound Ramp with a flashing yellow arrow would allow more efficient left-turn operation in addition to increasing the green time given to the northbound through movement. This reallocation of green time would lessen the time during which queues block left-turning traffic from the Service Road onto Old NC 86. Furthermore, if long delays occur during peak periods, it is possible for traffic exiting the development to utilize access onto Davis Road.

It should be noted that the southbound right-turn from Old NC 86 onto the Service Road meets the requirements for an exclusive right-turn lane according to the chart contained in the North Carolina Department of Transportation Policy on Street and Driveway Access to North Carolina Highways. A right-turn lane is not recommended as the right-of-way does not appear to be available to construct this lane. Delay is anticipated to be minimal on this approach as the southbound right-turn is free-flowing.

No improvements are recommended at the intersection of Old NC 86 at I-40 Westbound ramps. The westbound left-turn operates at LOS F with the addition of the proposed development traffic. However, SimTraffic maximum observed queues are less than the current 225 feet of provided storage in both the AM and PM peak hours. It is not uncharacteristic of stop-controlled approaches to unsignalized intersections to operate at failing levels of service during the peak hours and it should be noted that the westbound right-turn flows freely. It should be noted that all other movements operate at LOS B or better at this intersection.

Using the traffic analysis presented herein, recommendations are provided to mitigate the impacts associated with the proposed development. With the recommended improvements in-place all study intersections and approaches operate at LOS D or better during both peak hours; with three (3) exceptions:

- The westbound left-turn from the I-40 Westbound ramp onto Old NC 86 operates at LOS F. Stop-controlled approaches to intersections often operate with longer delays during peak hours. Additionally, the analysis shows that the existing turn-lane storage is not exceeded.
- The eastbound and northbound approaches to the intersection of Old NC 86 at I-40 Eastbound ramp operates at LOS E. However, the overall LOS at this intersection is D.
- The eastbound approach of the Service Road onto Old NC 86 operates at LOS E. Stop controlled approaches to intersections often operate with longer delays during peak hours.

The analysis presented herein is conservative as it assumes that a significant portion of Waterstone is completed by the time the proposed development is opened in 2023. Furthermore, NCDOT has two (2) planned projects in the area in U-5845 (Churton Street Widening) and I-3306A (I-40 Widening) that will make further improvements to transportation infrastructure within the study area.

Figure ES-1: Site Plan

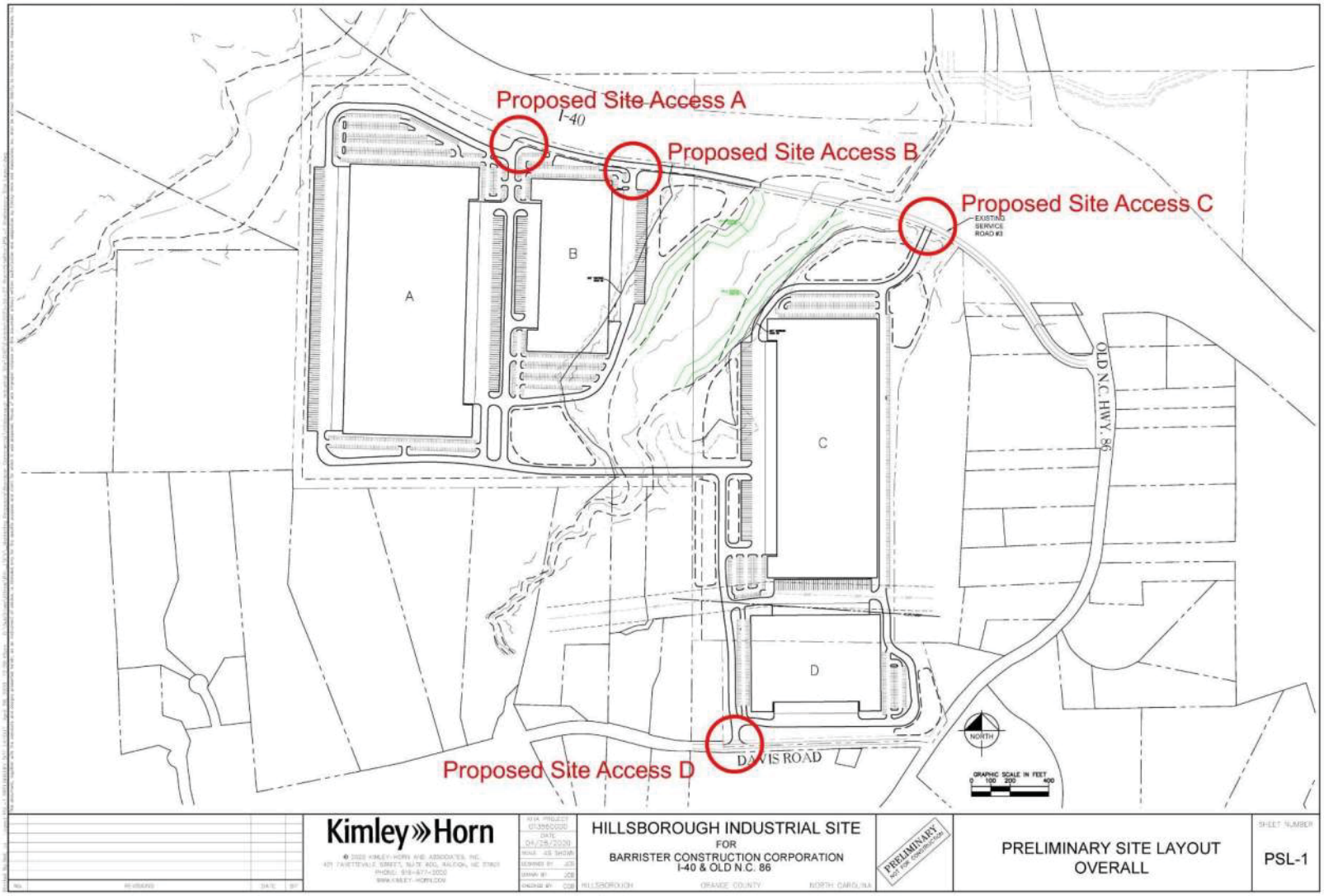


Table ES-1: Level of Service & Delay Summary

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 Waterstone Drive / Rippy Lane	**Overall Intersection**	Signalized	Signalized	**B (16.4)**	**B (16.4)**	**C (21.2)**	**C (22.6)**	**C (21.3)**	**C (22.7)**		
	EB Approach			D (43.4)	D (43.4)	D (43.5)	D (43.6)	D (43.5)	D (43.6)		
	WB Approach			C (26.1)	C (31.7)	C (28.5)	C (32.2)	C (29.6)	C (32.3)		
	NB Approach			B (10.4)	B (11.3)	B (14.3)	B (16.5)	B (14.4)	B (17.1)		
	SB Approach			B (17.9)	B (13.5)	C (23.7)	C (21.4)	C (23.1)	C (21.2)		
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 (50.9)**	**D (45.8)**
	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 (77.7)	E (59.8)
	SB Left-Turn			B (12.1)	A (9.8)	C (15.9)	B (3.1)	C (17.9)	C (15.3)	C (32.6)	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 (1.5)**	**A (6.2)**
	EB Approach			B (13.1)	B (13.5)	B (13.8)	B (14.4)	D (25.2)	E (48.5)	C (23.9)	E (40.3)
	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 (11.3)**	**A (9.4)**
	EB Approach			C (21.1)	C (17.2)	C (24.8)	C (19.4)	D (34.7)	D (28.5)	C (23.1)	C (23.3)
	NB Left-Turn			A (8.0)	A (8.3)	A (8.1)	A (8.4)	A (8.3)	A (8.6)	A (9.4)	A (7.9)
	SB Approach			A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (7.4)	A (6.1)
Service Road at Warehouse A Driveway	**Overall Intersection**		One-Way Stop Controlled					**A (1.7)**	**A (4.4)**		
	EB Approach							A (9.0)	A (9.2)		
	NB Left-Turn							A (7.4)	A (7.3)		
Service Road at Warehouse B Driveway	**Overall Intersection**		One-Way Stop Controlled					**A (2.2)**	**A (2.5)**		
	WB Left-Turn							A (7.3)	A (7.5)		
	NB Approach							A (8.9)	A (9.1)		
Service Road at Warehouse C Driveway	**Overall Intersection**		One-Way Stop Controlled					**A (1.9)**	**A (2.1)**		
	WB Left-Turn							A (7.4)	A (7.5)		
	NB Approach							A (9.0)	A (9.3)		
Davis Road at Warehouse D Driveway	**Overall Intersection**		One-Way Stop Controlled					**A (0.9)**	**A (2.2)**		
	EB Left-Turn							A (7.6)	A (7.7)		
	SB Approach							B (10.5)	B (10.9)		

###: Delay exceeds 300 seconds / vehicle

RECOMMENDATIONS

Based on the findings of this study, specific improvements have been identified and are recommended to be completed as part of the proposed development. These improvements are listed below.

Old NC 86 at Waterstone Drive / Rippy Lane

No improvements are recommended at this intersection.

Old NC 86 at I-40 Westbound Ramps

No improvements are recommended at this intersection.

Old NC 86 at I-40 Eastbound Ramps

- Install a traffic signal.

The 2017 Settler's Pointe TIA concluded that this intersection met the criteria for installation of a traffic signal based upon their review of the 2016 collected traffic data against Traffic Signal Warrant 3B (Peak Hour Vehicular Volume)

Old NC 86 at Service Road

- Construct an exclusive eastbound right-turn lane with 100 feet of full-width storage and appropriate taper.
- Restripe the northbound approach to provide 50 feet of full-width storage and appropriate taper.

Old NC 86 at Davis Road

- Install a traffic signal. It is recommended that this signal not be installed until Driveway D is constructed and open to traffic.

Service Road at Warehouse A Driveway

- Construct Warehouse A Driveway as a single-lane approach operating under the control of a stop-sign.

Service Road at Warehouse B Driveway

- Construct Warehouse B Driveway as a single-lane approach operating under the control of a stop-sign.

Service Road at Warehouse C Driveway

- Construct Warehouse C Driveway as a single-lane approach operating under the control of a stop-sign.

Davis Road at Warehouse D Driveway

- Construct Warehouse D Driveway as a single-lane approach operating under the control of a stop-sign.

These recommendations are illustrated on Figure ES-2.

Figure ES-2: Recommended Improvements

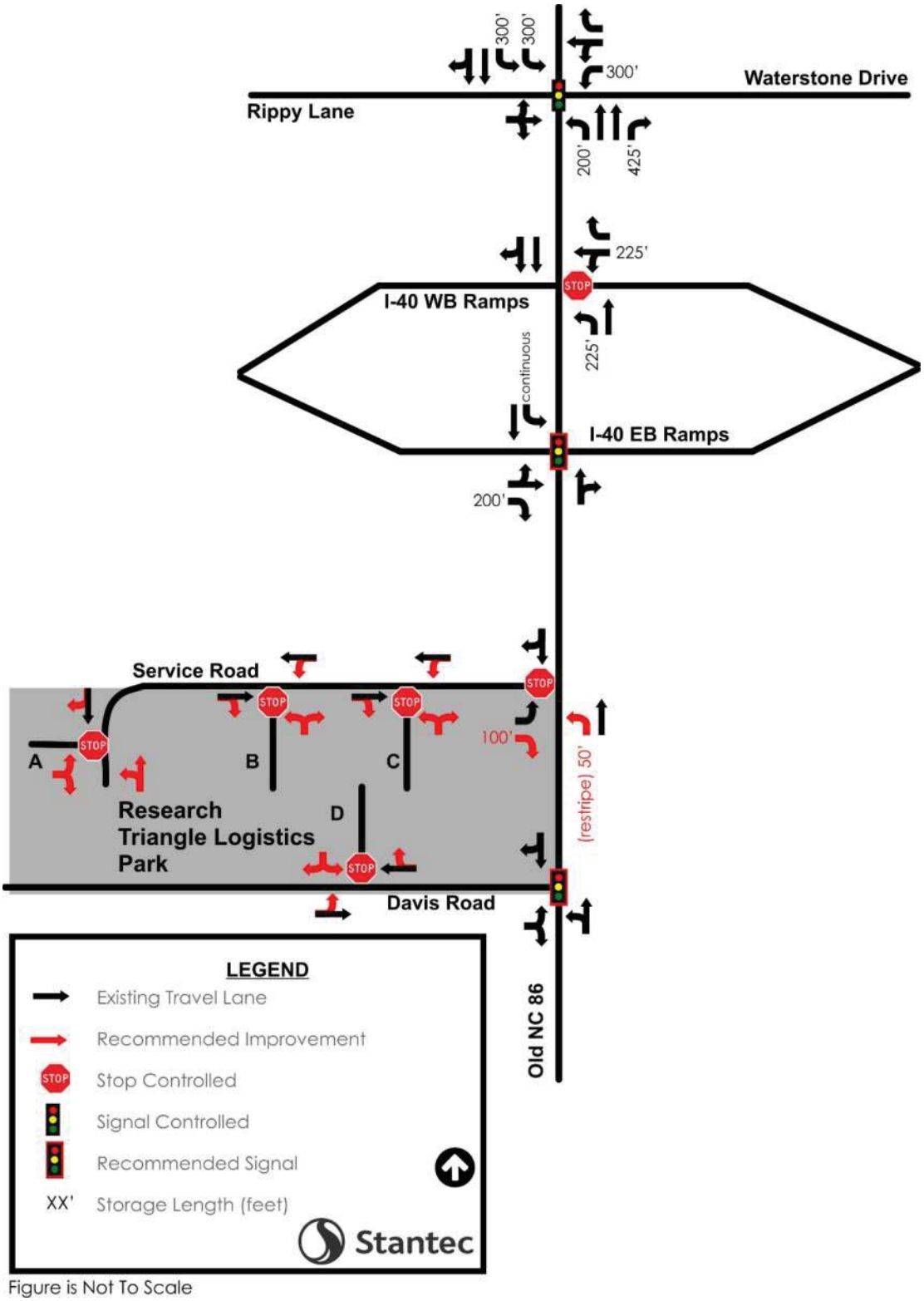


Figure is Not To Scale

1.0 INTRODUCTION

The purpose of this report is to evaluate the traffic impacts of the proposed Research Triangle Logistics Park in Hillsborough, Orange County, North Carolina. This development is located to the west of Old NC 86 between Interstate 40 (I-40) and Davis Road. The development's location is shown in Figure 1. The site plan is shown in Figure 2.

The site currently consists of undeveloped forested land. Construction of the proposed development is anticipated to be completed in 2023. At full build-out the site is envisioned to provide 2,251,200 total square feet of industrial warehousing.

The purpose of this report is to evaluate the development in terms of projected vehicular traffic conditions, evaluate the ability of the adjacent roadways to accommodate the additional traffic and to recommend transportation improvements needed to mitigate congestion that may result from additional site traffic. This report presents trip generation, trip distribution, traffic analyses, and recommendations for improvements needed to meet anticipated traffic demands. The analysis examines the AM and PM peak hours for the 2020 Existing, 2023 No-Build, 2023 Build without improvements, and 2023 Build with improvements.

A study was conducted for the development referred to as Settler's Pointe in 2017. This development contained warehousing in addition to several land uses not pursued as part of the Research Triangle Logistics Park. This study is included in the Appendix.

Figure 1: Site Location and Study Area Map

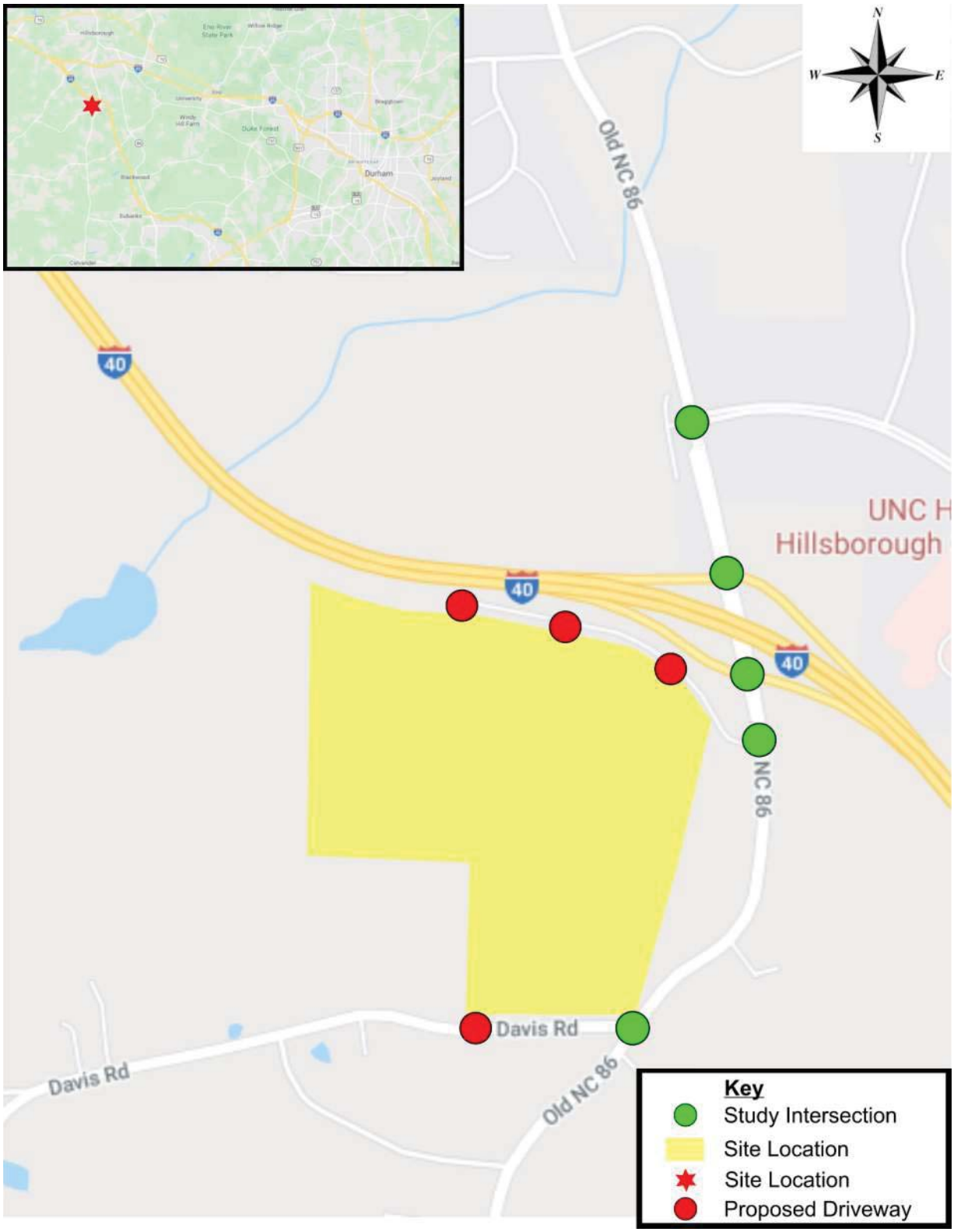
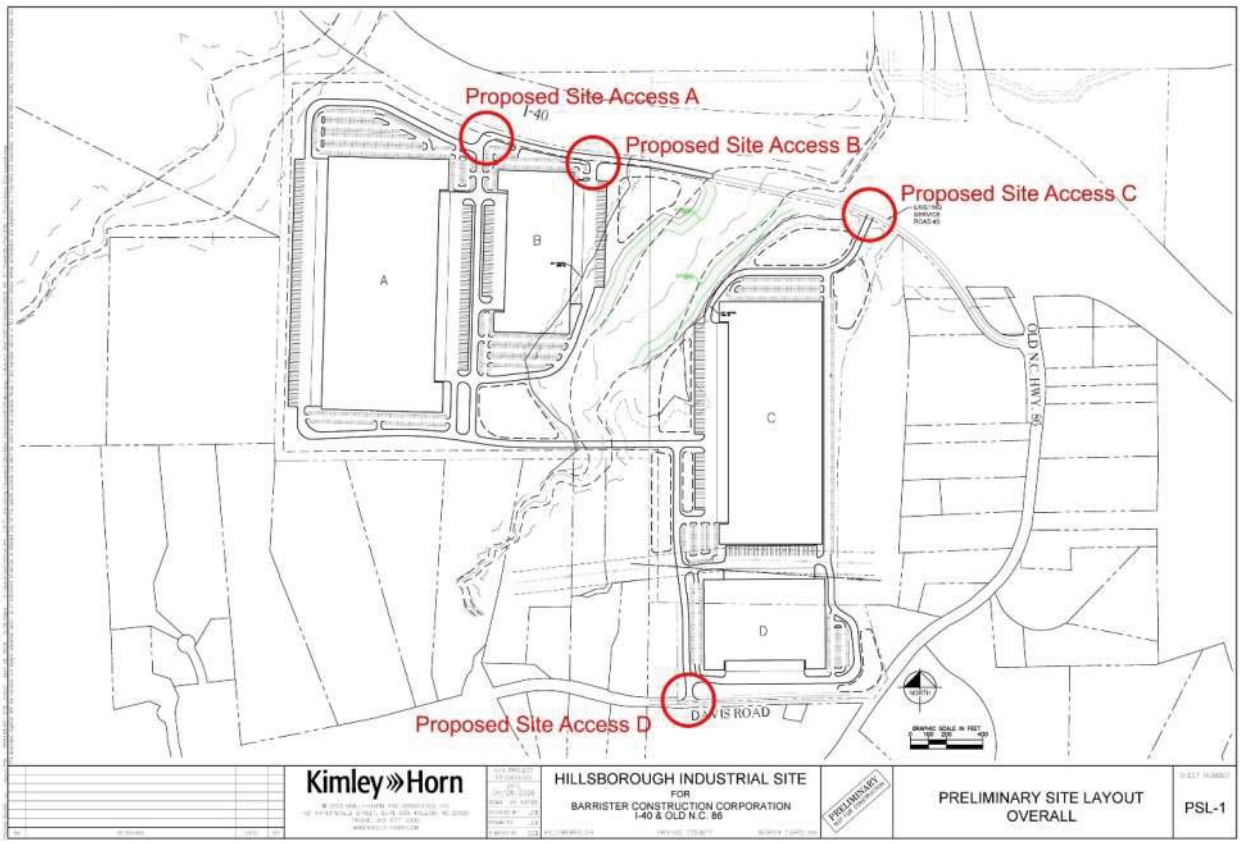


Figure 2: Proposed Site Plan



2.0 INVENTORY OF TRAFFIC CONDITIONS

2.1 STUDY AREA

Stantec coordinated with the Town of Hillsborough, Orange County, and the North Carolina Department of Transportation (NCDOT) Division 7, District 1 to determine the appropriate study area and assumptions for this study. The final scoping document is included in the Appendix. The below intersections were agreed upon to be analyzed to determine the associated impacts from the proposed development. Planned Projects

Two projects are planned within the study area. Those are U-5845 (Churton Street Widening) and I-3306A (I-40 Widening). Both seek to make improvements to Old NC 86 at and north of the I-40 interchange, but no improvements are planned in the immediate vicinity of the site.

The traffic forecast for I-3306A was revised in July 2019 and states that Assumptions and changes in the distribution of population and employment in the forecast study area are implicit in the Triangle Regional Model (TRMv6) that was updated in May of 2019. The rezoning for Settler's Pointe occurred on January 23, 2018. Therefore, the zoning of this project was included and therefore the development was accounted for in the traffic forecast.

Figure 3 shows a diagram of the existing lane configurations, geometry, and traffic control features in the study area.

- Old NC 86 at Waterstone Drive / Rippy Lane — existing four-legged signalized intersection
- Old NC 86 at I-40 WB Ramps — *existing two-way stop-controlled intersection*
- Old NC 86 at I-40 EB Ramps — *existing two-way stop-controlled intersection*
- Old NC 86 at Service Road — *existing two-way stop-controlled intersection*
- Old NC 86 at Davis Road — *existing two-way stop-controlled intersection*

The proposed development is envisioned to construct the following driveways:

- Service Road at Warehouse A Driveway — *proposed two-way stop-controlled driveway*
- Service Road at Warehouse B Driveway — *proposed two-way stop-controlled driveway*
- Service Road at Warehouse C Driveway — *proposed two-way stop-controlled driveway*
- Davis Road at Warehouse D Driveway — *proposed two-way stop-controlled driveway*

2.2 EXISTING ROADWAY CONDITIONS

Table 1 provides a detailed description of the existing study area roadway network. All functional classification and average annual daily traffic (AADT) information, where available, was obtained from NCDOT via the NCDOT.gov website.

Table 1: Existing Conditions

Road Name	Road Number	Primary Cross-Section	Functional Classification[1]	2018 AADT[2] (vpd)	Speed Limit (mph)	Maintenance Agency
Waterstone Drive	N/A	4-Lane Divided	Local Road	None Provided	35	Hillsborough
Rippy Lane	SR 1224	2-Lane Undivided	Local Road	None Provided	Un-posted	NCDOT
I-40 Ramps	I-40	4-Lane Divided	Other Principal Arterial	74,000	65	NCDOT
Old NC 86	SR 1009	2-Lane Undivided	Minor Arterial	6,550	45	NCDOT
Service Road	N/A	2-Lane Undivided	Local Road	None Provided	25	NCDOT
Davis Road	SR 1129	2-Lane Undivided	Local Road	2,300	45	NCDOT

2.3 PLANNED PROJECTS

Two projects are planned within the study area. Those are U-5845 (Churton Street Widening) and I-3306A (I-40 Widening). Both seek to make improvements to Old NC 86 at and north of the I-40 interchange, but no improvements are planned in the immediate vicinity of the site.

The traffic forecast for I-3306A was revised in July 2019 and states that Assumptions and changes in the distribution of population and employment in the forecast study area are implicit in the Triangle Regional Model (TRMv6) that was updated in May of 2019. The rezoning for Settler's Pointe occurred on January 23, 2018. Therefore, the zoning of this project was included and therefore the development was accounted for in the traffic forecast.

Figure 3: 2020 Existing Lane Configurations and Traffic Control

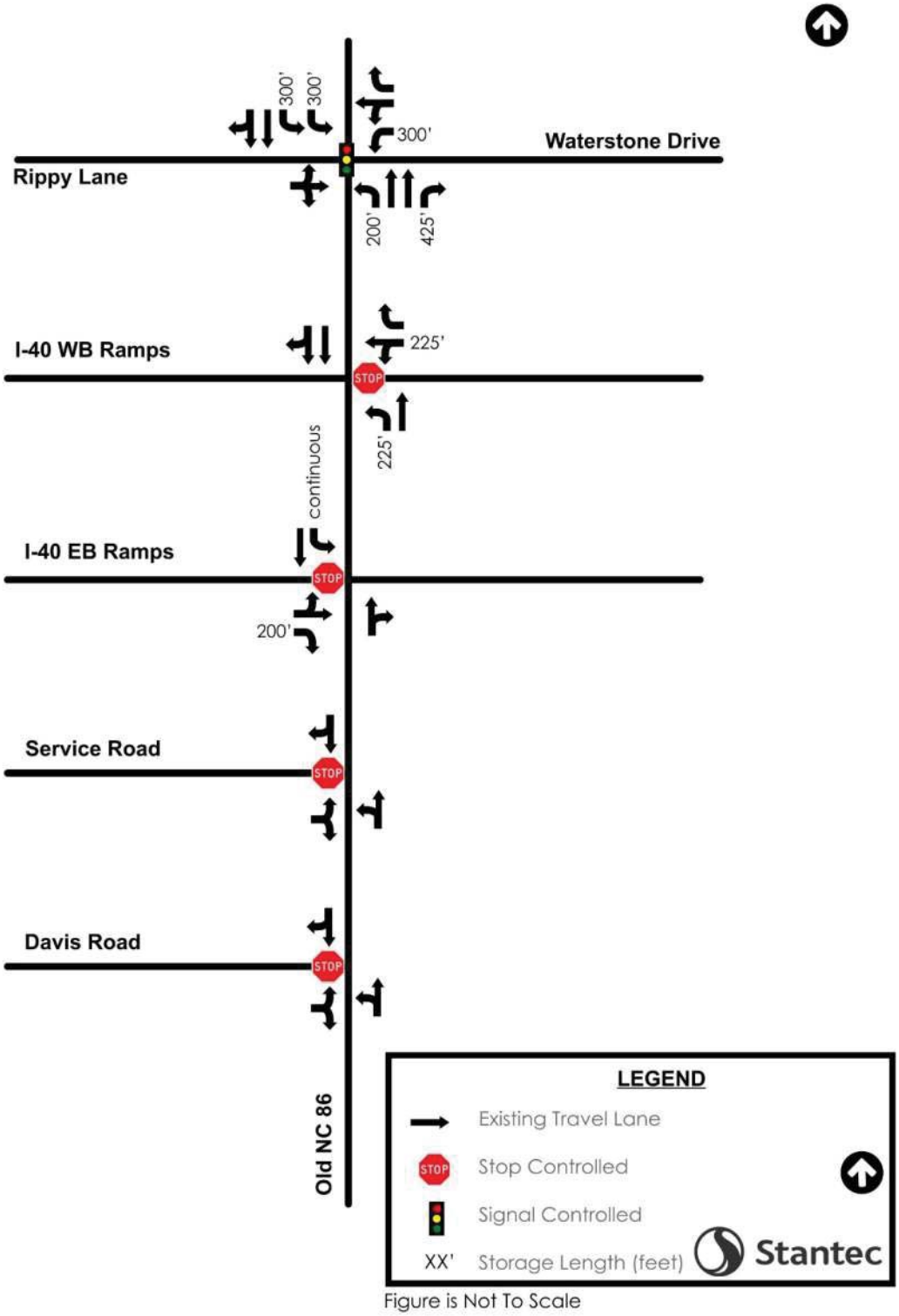


Figure is Not To Scale

3.0 TRIP GENERATION

Trips were estimated using the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual[3]. The site is expected to consist of 2,251,200 square feet of industrial warehouse building. Table 2 shows the number of anticipated trips that will be generated by the site of the proposed development (Daily, AM Peak, and PM Peak entering and exiting).

Table 2: Site ITE Trip Generation

Land Use	Size (SF)	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	Enter	Exit	Total	Enter	Exit
Warehouse (LUC 150)	2,251,200	3,648	320	247	73	326	88	238

The NCDOT Rate vs. Equation Spreadsheet (effective July 1, 2018) limits the use of Warehousing (land use code 150) to 2,000,000 square feet. As the proposed development is in-excess of this limit, the approach to trip generation was to generate trips separately for 1,000,000 and 1,251,200 square feet. This methodology was approved by NCDOT on the scoping forms contained in the Appendix.

4.0 TRAFFIC DISTRIBUTION

4.1 SITE TRIP DISTRIBUTION

In order to accurately determine the effect of the proposed development on the surrounding roadway network, an estimate of the expected distribution of traffic entering and exiting the site is needed. The below percentages were taken from the 2017 Settler's Pointe TIA and are used in this study for the AM and PM peak hours. Site trip distribution and site trip assignment is shown on Figure 9 and Figure 10; respectively.

- 30% to / from the east on I-40;
- 25% to / from the west on I-40;
- 20% to / from the north on Old NC 86;
- 15% to / from the south on Old NC 86;
- 5% to / from the east on Waterstone Drive; and
- 5% to / from the west on Davis Road.

5.0 TRAFFIC VOLUMES

Turning movement counts were taken from the Settler's Pointe TIA. The data was collected on Tuesday, October 18, 2016 by GreenLight Traffic Services, Inc. The Settler's Pointe TIA then balanced the counts by adjusting the through movements on Old NC 86 upward to create a balanced, conservative network. These counts and figure from the prior study are contained in the Appendix.

- Old NC 86 at Waterstone Drive / Rippy Lane
- Old NC 86 at I-40 WB Ramps
- Old NC 86 at I-40 EB Ramps
- Old NC 86 at Service Road
- Old NC 86 at Davis Road

5.1 FUTURE TRAFFIC GROWTH

Future traffic growth is the increase in traffic volumes due to usage increases and non-specific growth throughout the area. The balanced 2016 existing volumes from the Settler's Pointe TIA were grown by a 1% annual rate to estimate the 2020 volumes. This growth is shown in Figure 5.

The 2020 traffic volumes were subsequently grown by a 1% annual rate to account for background growth to 2023. This growth is shown in Figure 6. All traffic volume calculations are contained in the Appendix.

5.2 APPROVED DEVELOPMENT TRAFFIC

As this study uses the traffic counts from the Settler's Pointe TIA, the approved development information presented in the prior study was determined suitable for use in this analysis. Specifically, the Waterstone Development was partially constructed at the time the traffic counts were obtained. This development consists of single family homes, townhomes, apartments, a soccer complex, and hospital space. Trips associated with Waterstone are shown in Figure 7 and a discussion from the Settler's Pointe TIA is provided in the scoping forms in the Appendix.

5.3 NO-BUILD TRAFFIC VOLUMES

The historical growth and approved development traffic volumes were added to the 2020 existing volumes to determine the No-Build traffic volumes. The 2023 No-Build traffic volumes are shown in Figure 8. All traffic volume calculations are contained in the Appendix.

5.4 TOTAL BUILD TRAFFIC WITH PROPOSED DEVELOPMENT

To obtain the total 2023 Build traffic volumes, the distributed site traffic was added to the respective no-build traffic volumes. The total AM and PM peak hour turning movement volumes for the study intersections were then calculated and analyzed for the 2023 traffic scenarios. The 2023 Build-out traffic volumes are shown in Figure 11. All traffic volume calculations are contained in the Appendix.

Figure 4: Existing (2020) Traffic Volumes

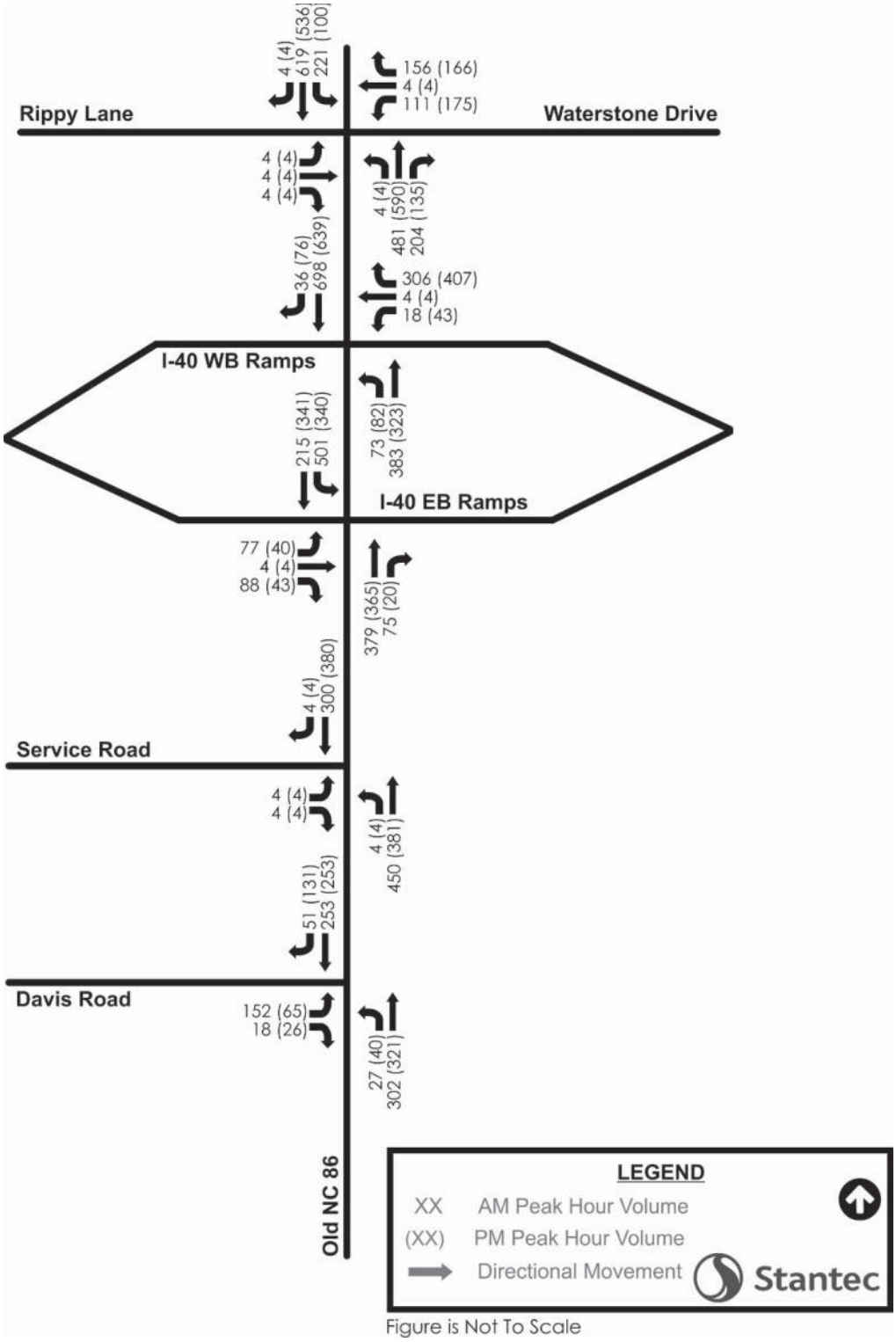


Figure 5: Historic Growth Traffic Volumes (2016-2020)

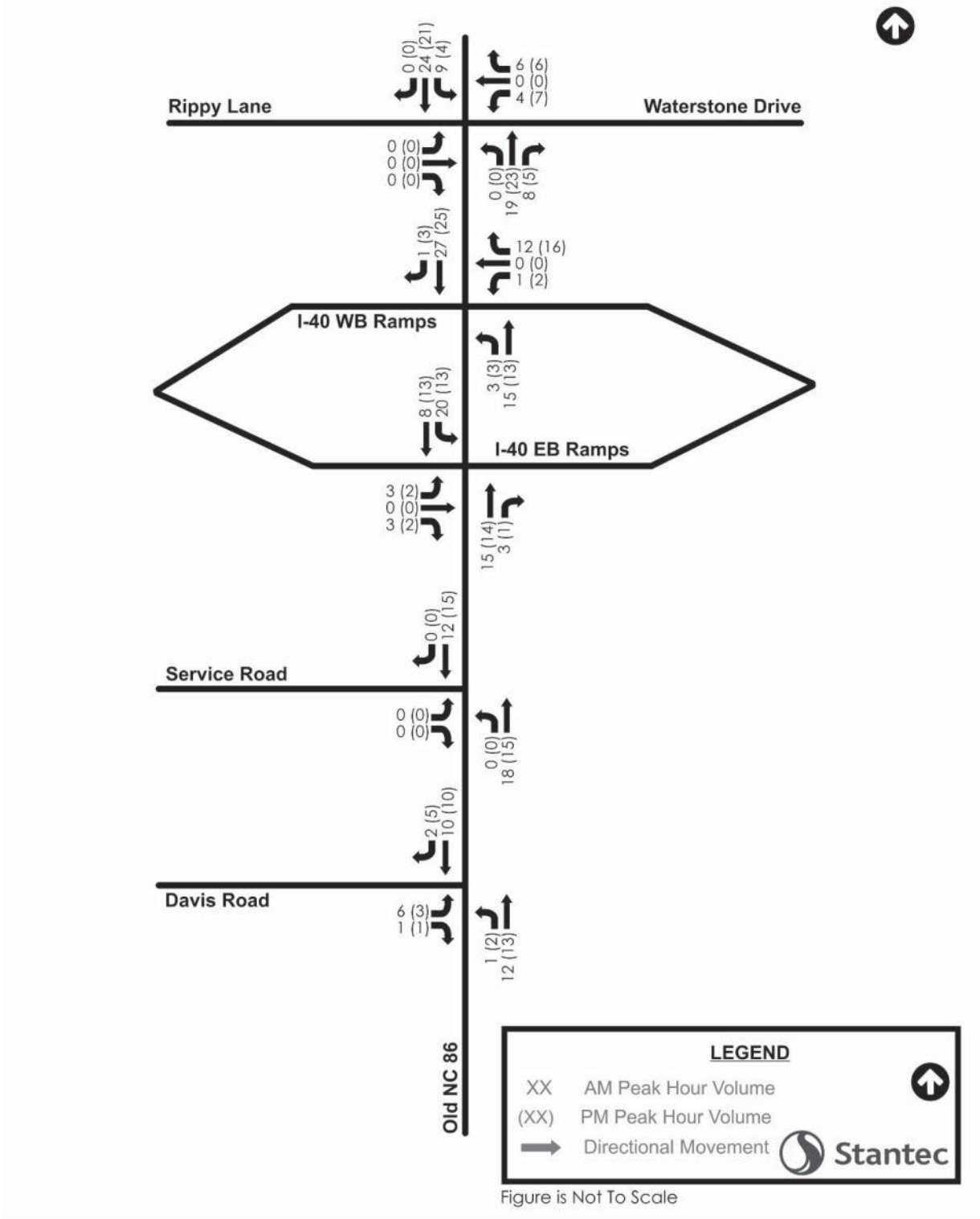


Figure 6: Historic Growth Traffic Volumes (2020-2023)

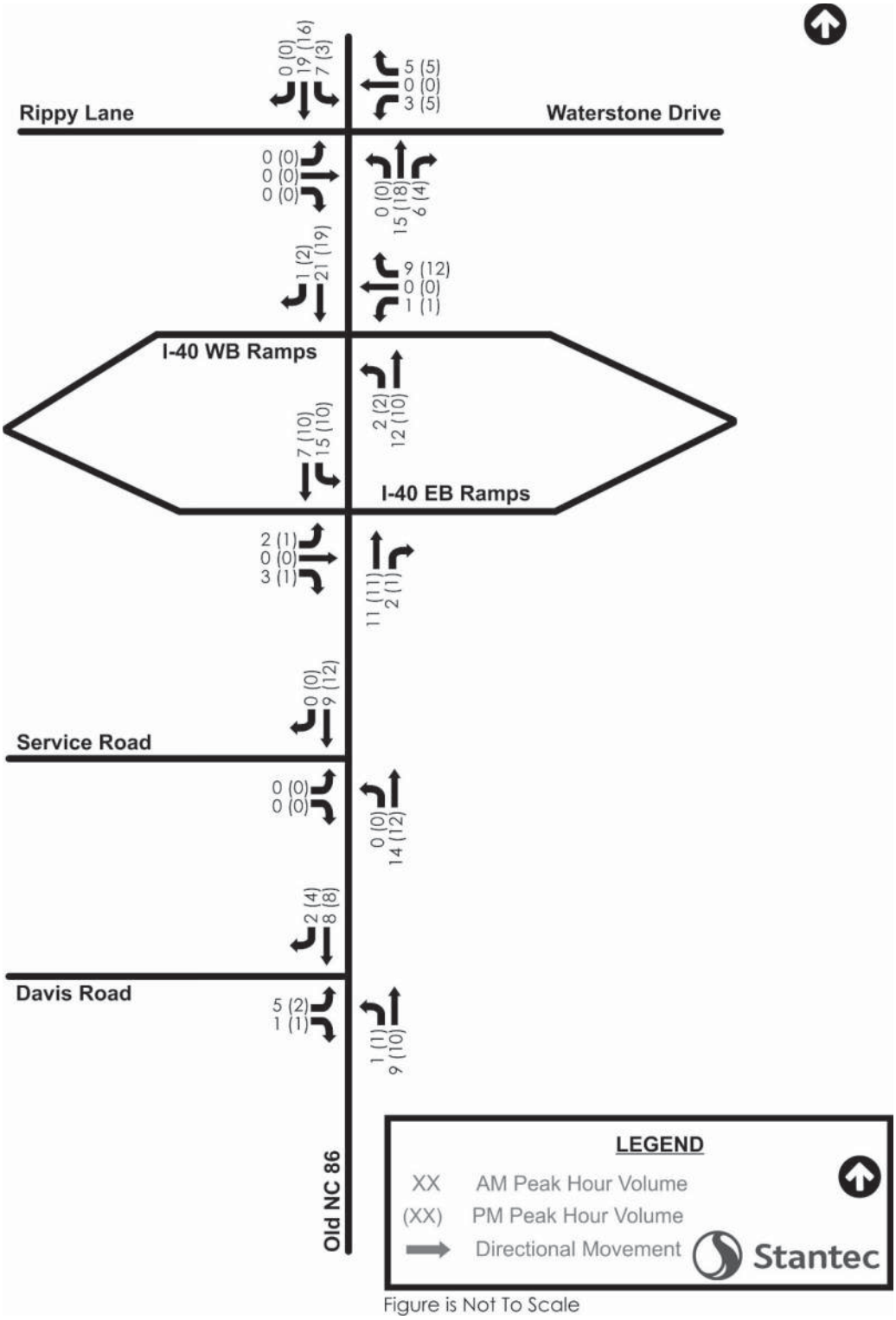


Figure 7: Approved Development Traffic Volumes

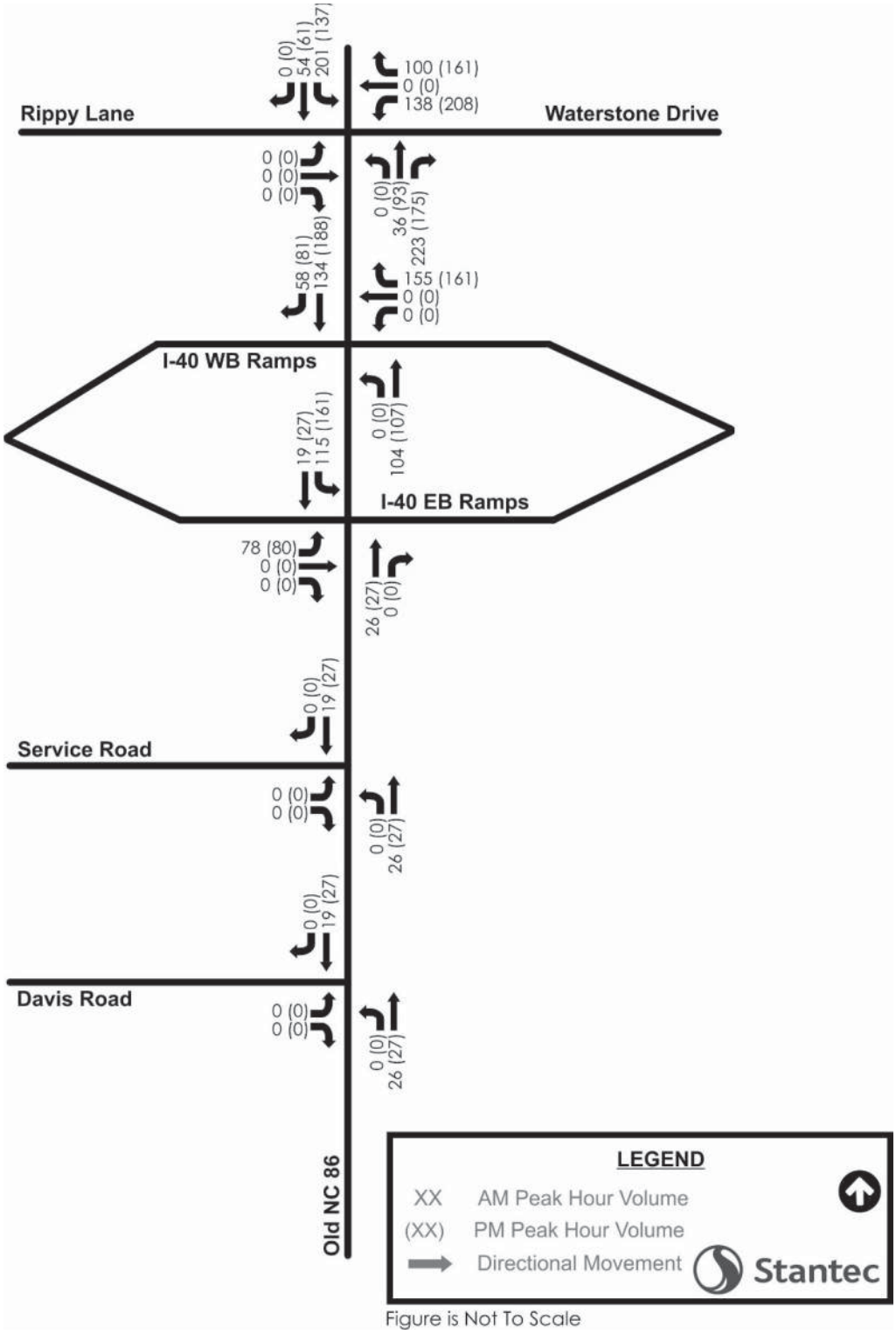


Figure 8: 2023 No-Build Traffic Volumes

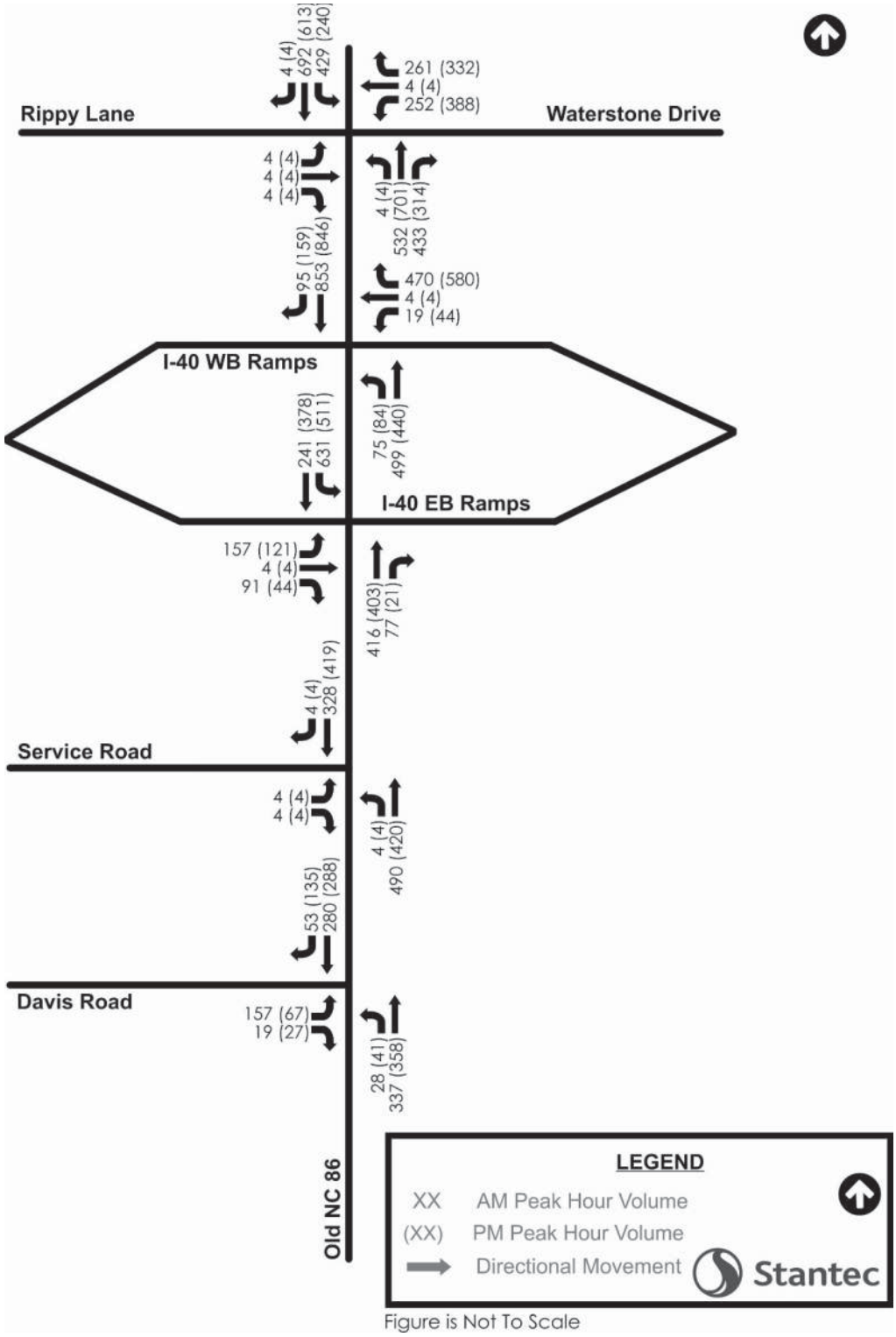


Figure 9: Site Trip Distribution

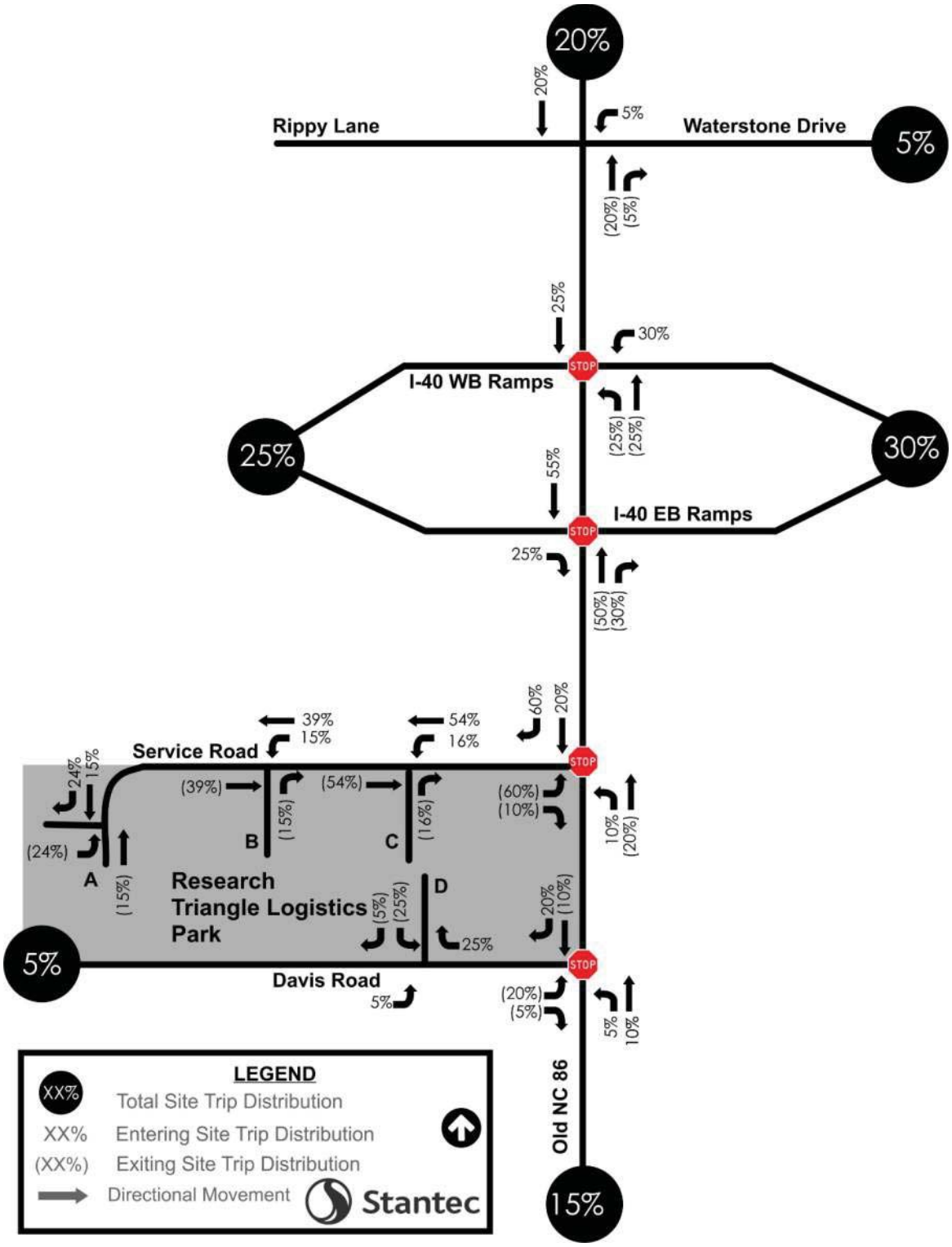


Figure 10: Site Trip Assignment

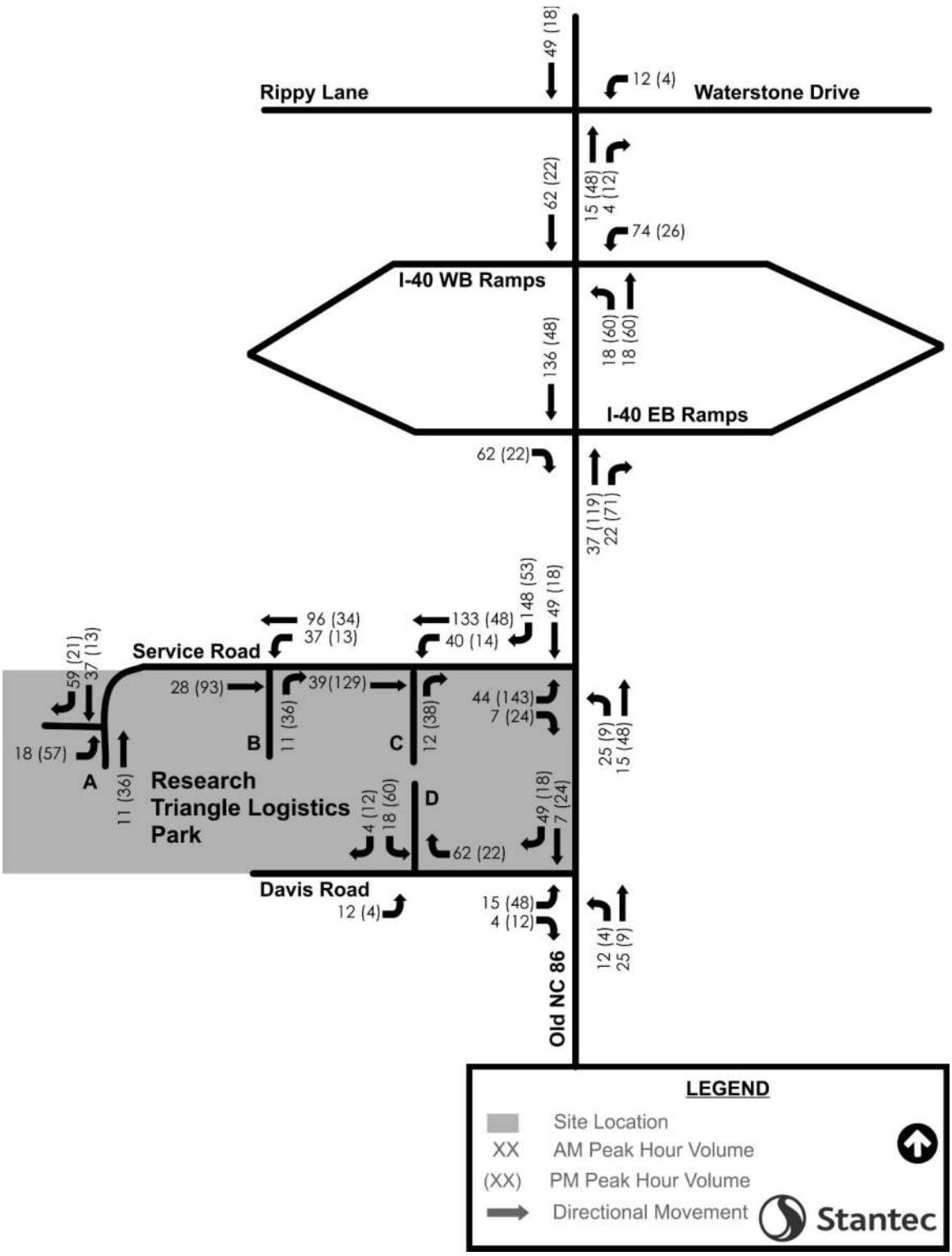


Figure 11: 2023 Build Traffic Volumes

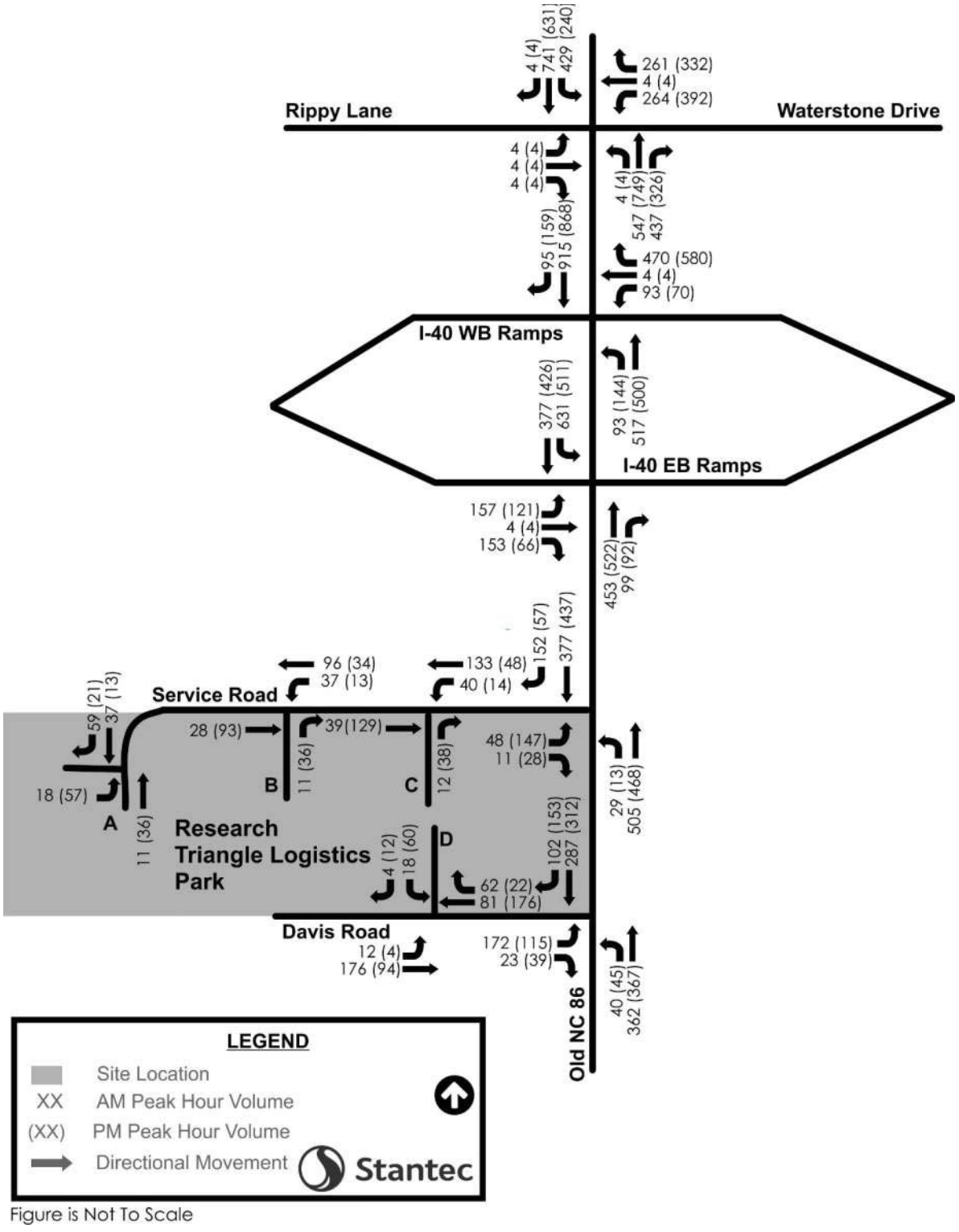


Figure is Not To Scale

6.0 TRAFFIC ANALYSIS

Capacity analyses were performed for the roadway network in the project study area. The traffic analysis program Synchro Version 10 was used to analyze all signalized and stop-controlled intersections according to methods put forth by the Transportation Research Board's Highway Capacity Manual (HCM)[4]. The Highway Capacity Manual defines capacity as "the maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform section of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions, usually expressed as vehicles per lane per hour."

Level of service (LOS) is a term used to describe different traffic conditions and is defined as a "qualitative measure describing operational conditions within a traffic stream, and their perception by motorists/ or passengers." LOS varies from Level A, representing free flow, to Level F where traffic breakdown conditions are evident. At an unsignalized intersection, the primary traffic on the main roadway is virtually uninterrupted. Therefore, the overall delay for the intersection is usually less than what is calculated for the minor street movements. The overall intersection delay and the delay for the intersection's minor movement(s) are reported in the summary tables of this report. Generally, LOS D is acceptable for signalized intersections in suburban areas during peak periods. With the current method of reporting LOS for unsignalized intersections, it is not uncommon for some of the minor street movements to be operating at a LOS F during peak hour conditions and that is not necessarily indicative of an area that requires improvements.

Capacity analyses were completed in accordance with *NCDOT Congestion Management Capacity Analysis Guidelines*[5] . It should be noted that the analyses includes permitted + protected signal phasing in-addition to right-turn-on-red at the intersection of Old NC 86 at Waterstone Drive / Rippy Lane. This provided results more indicative of field conditions as the signal currently operates with a flashing yellow arrow. Table 3 presents the criteria of each LOS as indicated in the *HCM*[5].

Table 3: Level of Service Criteria

Level of Service (LOS)	Signalized Intersection Control Delay (seconds / vehicle)	Unsignalized Intersection Control Delay (seconds / vehicle)
A	≤ 10	≤ 10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

RESEARCH TRIANGLE LOGISTICS PARK TRAFFIC IMPACT ANALYSIS

Capacity Analysis
June 4, 2020

Capacity analyses were performed for the following conditions.

- 2020 Existing
- 2023 No-Build
- 2023 Build
- 2023 Build-Improved

The following existing intersections were included in the capacity analysis for the above scenarios; where applicable:

- Old NC 86 at Waterstone Drive / Rippy Lane
- Old NC 86 at I-40 WB Ramps;
- Old NC 86 at -40 EB Ramps;
- Old NC 86 at Service Road; and
- Old NC 86 at Davis Road.

The below proposed driveways were analyzed in the Build and Build with Improvements scenarios.

- Service Road at Warehouse A Driveway
- Service Road at Warehouse B Driveway
- Service Road at Warehouse C Driveway
- Davis Road at Warehouse D Driveway

All Synchro files and detailed printouts can be found in the Appendix. A brief summary of the results of the analyses is provided in the following sub-sections.

6.1 2020 EXISTING CAPACITY ANALYSIS

The 2020 Existing scenario results show that all intersections currently operate at LOS D or better in both peak periods with one exception. That is, the eastbound approach of the Old NC 86 at I-40 eastbound ramp operates at LOS E in the PM peak hour. The level of service and delay for the existing traffic conditions is listed below in Table 4.

Table 4: Level of Service and Delay for 2020 Existing Conditions

Intersection	Approach	Existing Intersection Control	2020 Existing	
			AM Peak LOS (Delay in sec./veh.)	PM Peak LOS (Delay in sec./veh.)
Old NC 86 at Waterstone Drive / Rippy Lane	**Overall Intersection**	Signalized	**B (16.4)**	**B (16.4)**
	EB Approach		D (43.4)	D (43.4)
	WB Approach		C (26.1)	C (31.7)
	NB Approach		B (10.4)	B (11.3)
	SB Approach		B (17.9)	B (13.5)
Old NC 86 at I-40 WB Ramps	**Overall Intersection**	One-Way Stop Controlled	**A (1.0)**	**A (1.6)**
	WB Approach		C (21.9)	C (22.0)
	NB Left-Turn		A (9.9)	A (9.9)
	SB Approach		A (0.0)	A (0.0)
Old NC 86 at I-40 EB Ramps	**Overall Intersection**	One-Way Stop Controlled	**F (51.2)**	**A (7.0)**
	EB Approach		F (###)	F (54.6)
	NB Approach		A (0.0)	A (0.0)
	SB Left-Turn		B (12.1)	A (9.8)
Old NC 86 at Service Road	**Overall Intersection**	One-Way Stop Controlled	**A (0.2)**	**A (0.2)**
	EB Approach		B (13.1)	B (13.5)
	NB Left-Turn		A (8.0)	A (8.2)
Old NC 86 at Davis Road	**Overall Intersection**	One-Way Stop Controlled	**A (4.8)**	**A (2.3)**
	EB Approach		C (21.1)	C (17.2)
	NB Left-Turn		A (8.0)	A (8.3)
	SB Approach		A (0.0)	A (0.0)

###: Delay exceeds 300 seconds / vehicle

6.2 2023 NO-BUILD CAPACITY ANALYSIS

The 2023 No-Build scenario results show that all intersections and approaches will operate at LOS D or better in both peak periods with one exception. That is, the eastbound approach to the intersection of Old NC 86 at I-40 eastbound ramps operates at LOS F in both AM and PM peak hours. The no-build level of service and delay is listed below in Table 5.

Table 5: Level of Service and Delay for 2023 No-Build Conditions

Intersection	Approach	Existing Intersection Control	2023 No-Build	
			AM Peak LOS (Delay in sec./veh.)	PM Peak LOS (Delay in sec./veh.)
Old NC 86 at Waterstone Drive / Rippy Lane	**Overall Intersection**	Signalized	**C (21.2)**	**C (22.6)**
	EB Approach		D (43.5)	D (43.6)
	WB Approach		C (28.5)	C (32.2)
	NB Approach		B (14.3)	B (16.5)
	SB Approach		C (23.7)	C (21.4)
Old NC 86 at I-40 WB Ramps	**Overall Intersection**	One-Way Stop Controlled	**A (1.0)**	**A (1.7)**
	WB Approach		D (30.2)	D (34.3)
	NB Left-Turn		B (11.3)	B (11.8)
	SB Approach		A (0.0)	A (0.0)
Old NC 86 at I-40 EB Ramps	**Overall Intersection**	One-Way Stop Controlled	**F (###)**	**F (158.3)**
	EB Approach		F (###)	F (###)
	NB Approach		A (0.0)	A (0.0)
	SB Left-Turn		C (15.9)	B (3.1)
Old NC 86 at Service Road	**Overall Intersection**	One-Way Stop Controlled	**A (0.2)**	**A (0.2)**
	EB Approach		B (13.8)	B (14.4)
	NB Left-Turn		A (8.0)	A (8.3)
Old NC 86 at Davis Road	**Overall Intersection**	One-Way Stop Controlled	**A (5.2)**	**A (2.4)**
	EB Approach		C (24.8)	C (19.4)
	NB Left-Turn		A (8.1)	A (8.4)
	SB Approach		A (0.0)	A (0.0)

###: Delay exceeds 300 seconds / vehicle

6.3 2023 BUILD CAPACITY ANALYSIS

As a result of the 2023 Build analysis, all intersections are expected to operate at LOS C or better in both peak periods, with a few exceptions. Those are as follows:

- The westbound approach to the intersection of Old NC 86 at I-40 westbound ramps in both peak hours;
- The eastbound approach to the intersection of Old NC 86 at I-40 eastbound ramps in both peak hours; and
- The eastbound approach to the intersection of Old NC 86 at the Service Road in the PM peak hour.

The build level of service and delay is listed in Table 6.

Table 6: Level of Service and Delay for 2023 Build Conditions

Intersection	Approach	Intersection Control	2023 Build	
			AM Peak LOS (Delay in sec./veh.)	PM Peak LOS (Delay in sec./veh.)
Old NC 86 at Waterstone Drive / Rippy Lane	**Overall Intersection**	Signalized	**C (21.3)**	**C (22.7)**
	EB Approach		D (43.5)	D (43.6)
	WB Approach		C (29.6)	C (32.3)
	NB Approach		B (14.4)	B (17.1)
	SB Approach		C (23.1)	C (21.2)
Old NC 86 at I-40 WB Ramps	**Overall Intersection**	One-Way Stop Controlled	**A (5.5)**	**A (5.2)**
	WB Approach		F (86.6)	F (96.5)
	NB Left-Turn		B (12.0)	B (13.0)
	SB Approach		A (0.0)	A (0.0)
Old NC 86 at I-40 EB Ramps	**Overall Intersection**	One-Way Stop Controlled	**F (###)**	**F (268.2)**
	EB Approach		F (###)	F (###)
	NB Approach		A (0.0)	A (0.0)
	SB Left-Turn		C (17.9)	C (15.3)
Old NC 86 at Service Road	**Overall Intersection**	One-Way Stop Controlled	**A (1.6)**	**A (7.5)**
	EB Approach		D (25.2)	E (48.5)
	NB Left-Turn		A (8.8)	A (8.6)
Old NC 86 at Davis Road	**Overall Intersection**	One-Way Stop Controlled	**A (7.2)**	**A (4.6)**
	EB Approach		D (34.7)	D (28.5)
	NB Left-Turn		A (8.3)	A (8.6)
	SB Approach		A (0.0)	A (0.0)
Service Road at Warehouse A Driveway	**Overall Intersection**	One-Way Stop Controlled	**A (1.7)**	**A (4.4)**
	EB Approach		A (9.0)	A (9.2)
	NB Left-Turn		A (7.4)	A (7.3)
Service Road at Warehouse B Driveway	**Overall Intersection**	One-Way Stop Controlled	**A (2.2)**	**A (2.5)**
	WB Left-Turn		A (7.3)	A (7.5)
	NB Approach		A (8.9)	A (9.1)
Service Road at Warehouse C Driveway	**Overall Intersection**	One-Way Stop Controlled	**A (1.9)**	**A (2.1)**
	WB Left-Turn		A (7.4)	A (7.5)
	NB Approach		A (9.0)	A (9.3)
Davis Road at Warehouse D Driveway	**Overall Intersection**	One-Way Stop Controlled	**A (0.9)**	**A (2.2)**
	EB Left-Turn		A (7.6)	A (7.7)
	SB Approach		B (10.5)	B (10.9)

###: Delay exceeds 300 seconds / vehicle

6.4 2023 BUILD-IMPROVED CAPACITY ANALYSIS

The following sections analyzes traffic with the recommended improvements in place. These improvements are detailed in section 8.0. The results of the analysis show that operations are improved at the following intersections within the study area:

- Old NC 86 at I-40 Eastbound Ramps;
- Old NC 86 at Service Road; and
- Old NC 86 at Davis Road.

Heavy left-turning traffic is noted on the southbound approach to the intersection of Old NC 86 at the I-40 Eastbound Ramp. The proposed development does not add vehicles to this turn. The analysis of this proposed signal is performed conservatively using protected-only left-turn treatments per North Carolina Department of Transportation Congestion Management *Capacity Analysis Guidelines*. It is likely that this left-turn will be designed and operated with a flashing yellow arrow; which would improve operations.

Queues were observed to extend along Old NC 86 from the I-40 Eastbound ramps beyond the Service Road. This impediment creates longer queues on the Service Road. As discussed previously, operating the southbound left-turn at the intersection of Old NC 86 at I-40 Eastbound Ramp with a yellow flashing arrow would allow more efficient left-turn operation in addition to increasing the green time given to the northbound through movement. This reallocation of green time would lessen the time during which queues block left-turning traffic from the Service Road onto Old NC 86. Furthermore, if long delays occur during peak periods, it is possible for traffic exiting the development to utilize access onto Davis Road.

It should be noted that the southbound right-turn from Old NC 86 onto the Service Road meets the requirements for an exclusive right-turn lane according to the chart contained in the North Carolina Department of Transportation Policy on Street and Driveway Access to North Carolina Highways. A right-turn lane is not recommended as the right-of-way does not appear to be available to construct this lane. Delay is anticipated to be minimal on this approach as the southbound right-turn is free-flowing.

No improvements are recommended at the intersection of Old NC 86 at I-40 Westbound ramps. The westbound left-turn operates at LOS F with the addition of the proposed development traffic. However, SimTraffic maximum observed queues are less than the current 225 feet of provided storage in both the AM and PM peak hours. It is not uncharacteristic of stop-controlled approaches to unsignalized intersections to operate at failing levels of service during the peak hours and it should be noted that the westbound right-turn flows freely. It should be noted that all other movements operate at LOS B or better at this intersection.

Table 7 lists the results of the capacity analysis with the recommended improvements in place.

Table 7: Level of Service and Delay for 2023 Build-Improved Conditions

Intersection	Approach	Proposed Intersection Control	2023 Build-Improved	
			AM Peak LOS (Delay in sec./veh.)	PM Peak LOS (Delay in sec./veh.)
Old NC 86 at Waterstone Drive / Rippy Lane	**Overall Intersection**	Signalized		
	EB Approach			
	WB Approach			
	NB Approach			
	SB Approach			
Old NC 86 at I-40 WB Ramps	**Overall Intersection**	One-Way Stop Controlled		
	WB Approach			
	NB Left-Turn			
	SB Approach			
Old NC 86 at I-40 EB Ramps	**Overall Intersection**	Signalized	**D (50.9)**	**D (45.8)**
	EB Approach		E (62.7)	E (55.4)
	NB Approach		E (77.7)	E (59.8)
	SB Left-Turn		C (32.6)	C (34.8)
Old NC 86 at Service Road	**Overall Intersection**	One-Way Stop Controlled	**A (1.5)**	**A (6.2)**
	EB Approach		C (23.9)	E (40.3)
	NB Left-Turn		A (8.8)	A (8.6)
Old NC 86 at Davis Road	**Overall Intersection**	Signalized	**B (11.3)**	**A (9.4)**
	EB Approach		C (23.1)	C (23.3)
	NB Left-Turn		A (9.4)	A (7.9)
	SB Approach		A (7.4)	A (6.1)
Service Road at Warehouse A Driveway	**Overall Intersection**	One-Way Stop Controlled		
	EB Approach			
	NB Left-Turn			
Service Road at Warehouse B Driveway	**Overall Intersection**	One-Way Stop Controlled		
	WB Left-Turn			
	NB Approach			
Service Road at Warehouse C Driveway	**Overall Intersection**	One-Way Stop Controlled		
	WB Left-Turn			
	NB Approach			
Davis Road at Warehouse D Driveway	**Overall Intersection**	One-Way Stop Controlled		
	EB Left-Turn			
	SB Approach			

7.0 SIMTRAFFIC OPERATIONS

SimTraffic runs were completed for the build with improvements scenarios to observe the predicted traffic operations throughout the study with the recommendations in place. As is standard practice, ten (10) SimTraffic analysis runs were performed for the peak hours in the build with improvements scenario. The below table lists the 95th percentile queues in addition to the maximum observed queue lengths from SimTraffic. Detailed SimTraffic Queuing and Blocking reports can be found in the Appendix.

Table 8: Maximum Queue Length Summary

Intersection / Movement		Available Storage (feet)	2023 Build Improved AM Peak (feet)		2023 Build Improved PM Peak (feet)	
			95th %'ile	Max Obs.	95th %'ile	Max Obs.
Old NC 86 at Waterstone Drive	WBL	300	184	165	255	225
	NBL	200	4	14	4	19
	NBR	425	45	261	46	139
	SB Dual LT.	300	220	283	146	207
Old NC 86 at I-40 Westbound	WBL	225	117	193	100	149
	NBL	225	15	100	25	171
Old NC 86 at I-40 Eastbound	EBR	200	201	200	96	123
	SBL	continuous	774	694	695	620
Old NC 86 at Service Road	EBR	100	2.5	98	5	185
	NBL	50	2.5	115	0	54

Minimal queues were observed at Davis Road and the site driveways on both the Service Road as well as Davis Road. Accordingly, these queues were omitted from the above table.

8.0 RECOMMENDATIONS

Based on the findings of this study, specific improvements have been identified and are recommended to be completed as part of the proposed development. These improvements are listed below.

Old NC 86 at Waterstone Drive / Rippy Lane

No improvements are recommended at this intersection.

Old NC 86 at I-40 Westbound Ramps

No improvements are recommended at this intersection.

Old NC 86 at I-40 Eastbound Ramps

- Install a traffic signal.

The 2017 Settler's Pointe TIA concluded that this intersection met the criteria for installation of a traffic signal based upon their review of the 2016 collected traffic data against Traffic Signal Warrant 3B (Peak Hour Vehicular Volume)

Old NC 86 at Service Road

- Construct an exclusive eastbound right-turn lane with 100 feet of full-width storage and appropriate taper.
- Restripe the northbound approach to provide 50 feet of full-width storage and appropriate taper.

Old NC 86 at Davis Road

- Install a traffic signal. It is recommended that this signal not be installed until Driveway D is constructed and open to traffic.

Service Road at Warehouse A Driveway

- Construct Warehouse A Driveway as a single-lane approach operating under the control of a stop-sign.

Service Road at Warehouse B Driveway

- Construct Warehouse B Driveway as a single-lane approach operating under the control of a stop-sign.

Service Road at Warehouse C Driveway

- Construct Warehouse C Driveway as a single-lane approach operating under the control of a stop-sign.

Davis Road at Warehouse D Driveway

- Construct Warehouse D Driveway as a single-lane approach operating under the control of a stop-sign.

These recommendations are illustrated on Figure 12.

Figure 12: Build Recommended Lane Configurations

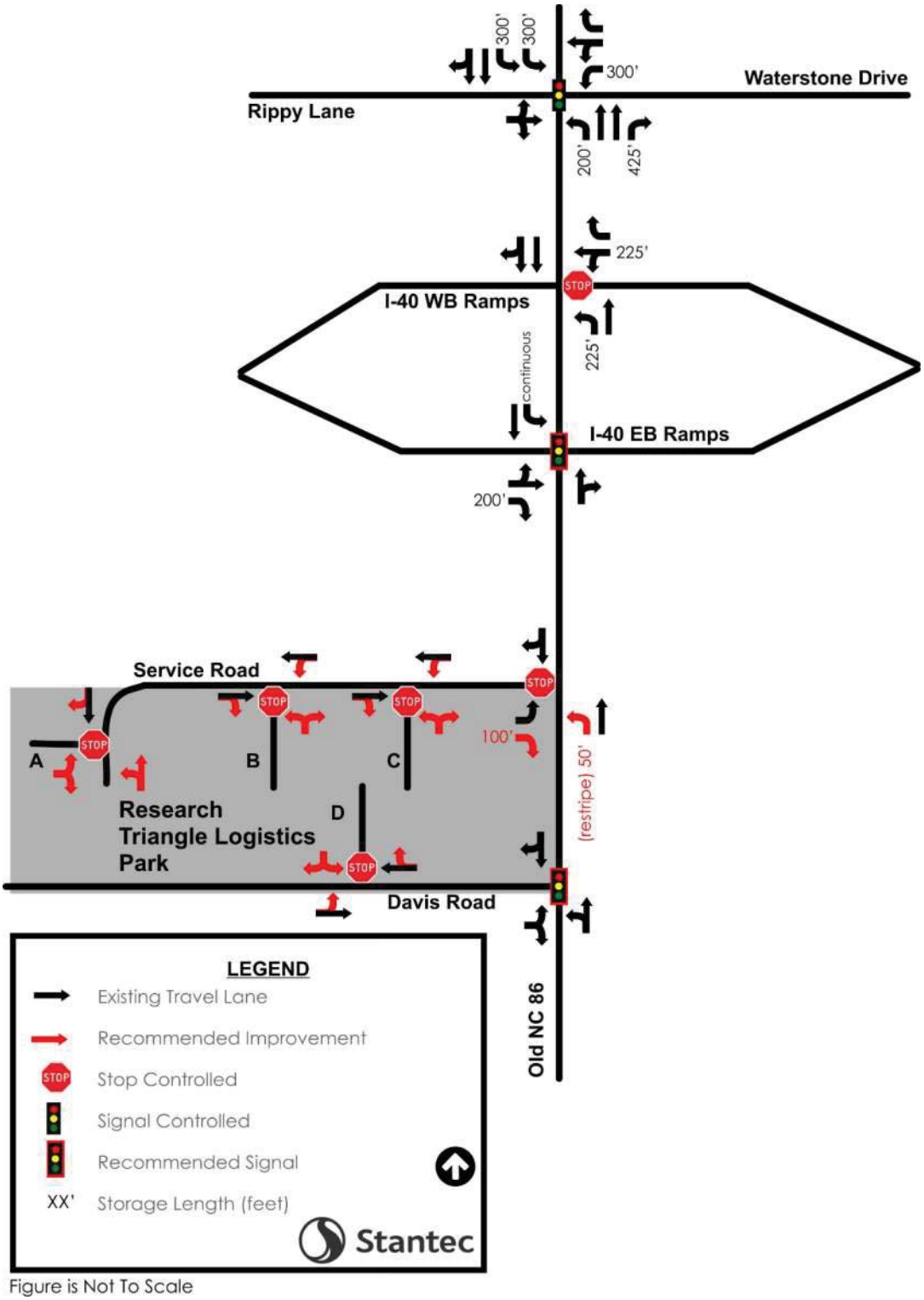


Figure is Not To Scale

9.0 CONCLUSIONS

Using the traffic analysis presented herein, recommendations are provided to mitigate the impacts associated with the proposed development. With the recommended improvements in-place all study intersections and approaches operate at LOS D or better during both peak hours; with three (3) exceptions:

- The westbound left-turn from the I-40 Westbound ramp onto Old NC 86 operates at LOS F. Stop-controlled approaches to intersections often operate with longer delays during peak hours. Additionally, the analysis shows that the existing turn-lane storage is not exceeded.
- The eastbound and northbound approaches to the intersection of Old NC 86 at I-40 Eastbound ramp operates at LOS E. However, the overall LOS at this intersection is D.
- The eastbound approach of the Service Road onto Old NC 86 operates at LOS E. Stop controlled approaches to intersections often operate with longer delays during peak hours.

The analysis presented herein is conservative as it assumes that a significant portion of Waterstone is completed by the time the proposed development is opened in 2023. Furthermore, NCDOT has two (2) planned projects in the area in U-5845 (Churton Street Widening) and I-3306A (I-40 Widening) that will make further improvements to transportation infrastructure within the study area.

10.0 REFERENCES

[1] ***NCDOT Functional Classification Map***,
http://ncdot.maps.arcgis.com/home/webmap/viewer.html?layers=029a9a9fe26e43d687d30cd3c08b1792

[2] ***2017 NCDOT Average Daily Traffic Volumes***,
https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=b7a26d6d8abd419f8c27f58a607b25a1

[3] ***Trip Generation (10th Edition)***, Institute of Transportation Engineers (ITE), September 2017.

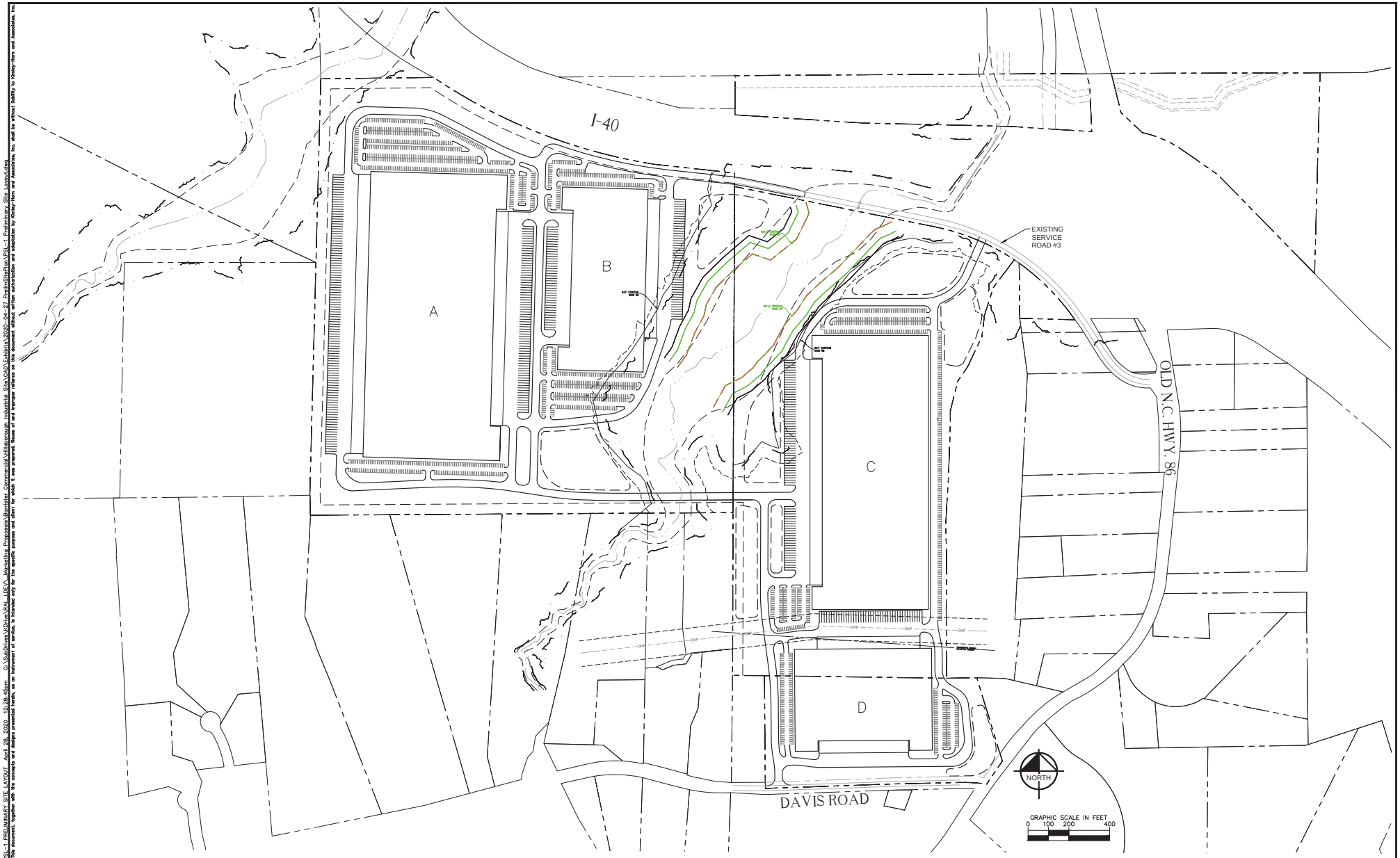
[4] ***Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis***. Washington D.C.: Transportation Research Board, 2016.

[5] ***NCDOT Congestion Management Capacity Analysis Guidelines***. North Carolina Department of Transportation (NCDOT), July 2015,
https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Congestion%20Management/Capacity%20Analysis%20Guidelines.pdf

APPENDIX

A link containing all relevant files is electronically sent with this report:

- Site Plan
- NCDOT Scoping Checklist
- Settler's Pointe TIA
- Traffic Count Data
- Synchro Files
- SimTraffic Reports



No.	REVISIONS	DATE	BY

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KHA PROJECT	013560000
DATE	04/28/2020
SCALE	AS SHOWN
DESIGNED BY	JCB
DRAWN BY	JCB
CHECKED BY	COB

HILLSBOROUGH INDUSTRIAL SITE
FOR
BARRISTER CONSTRUCTION CORPORATION
I-40 & OLD N.C. 86

HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

PRELIMINARY
NOT FOR CONSTRUCTION

PRELIMINARY SITE LAYOUT
OVERALL

SHEET NUMBER
PSL-1

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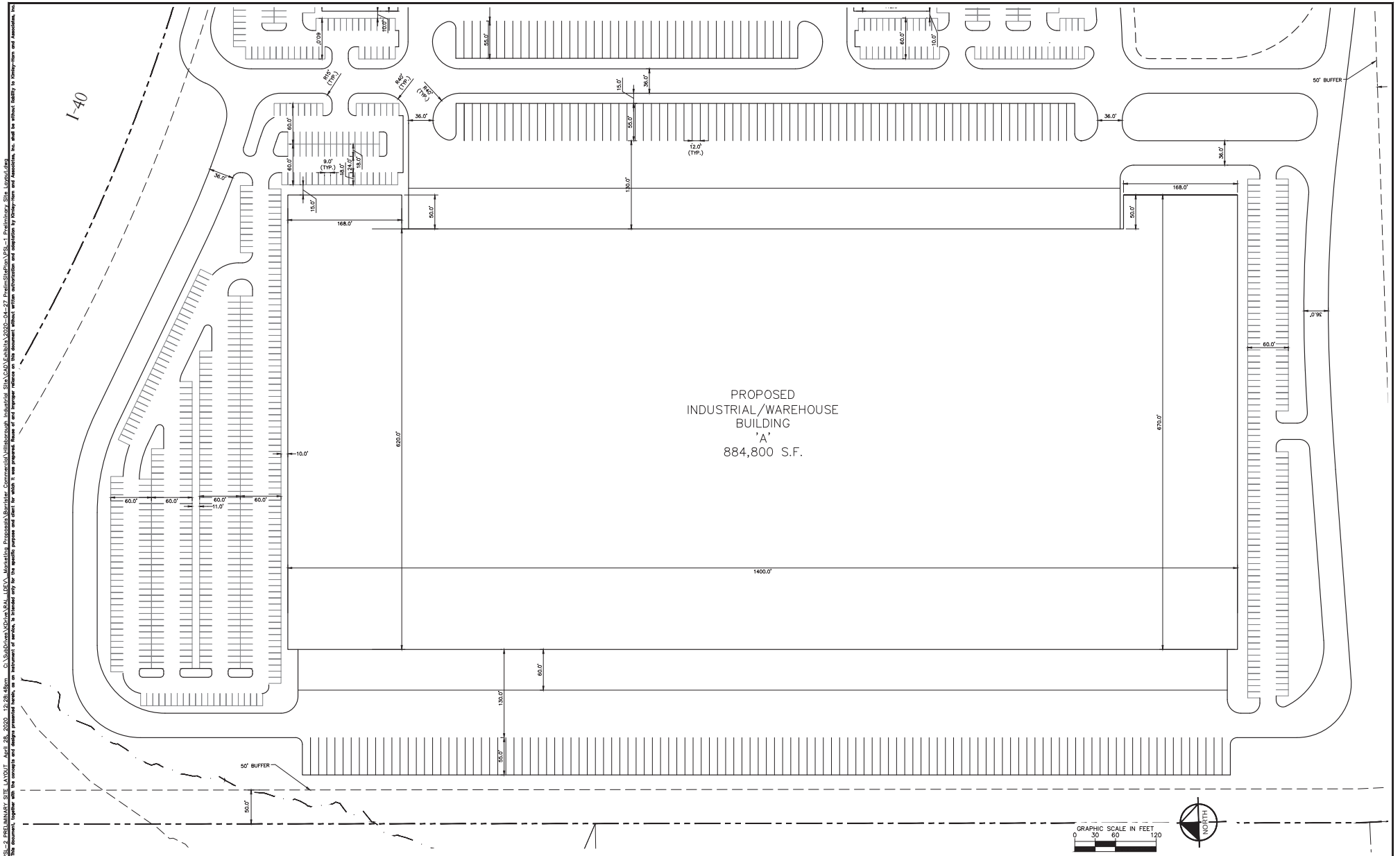

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FOR
BARRISTER CONSTRUCTION CORPORATION
I-40 & OLD N.C. 86
HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

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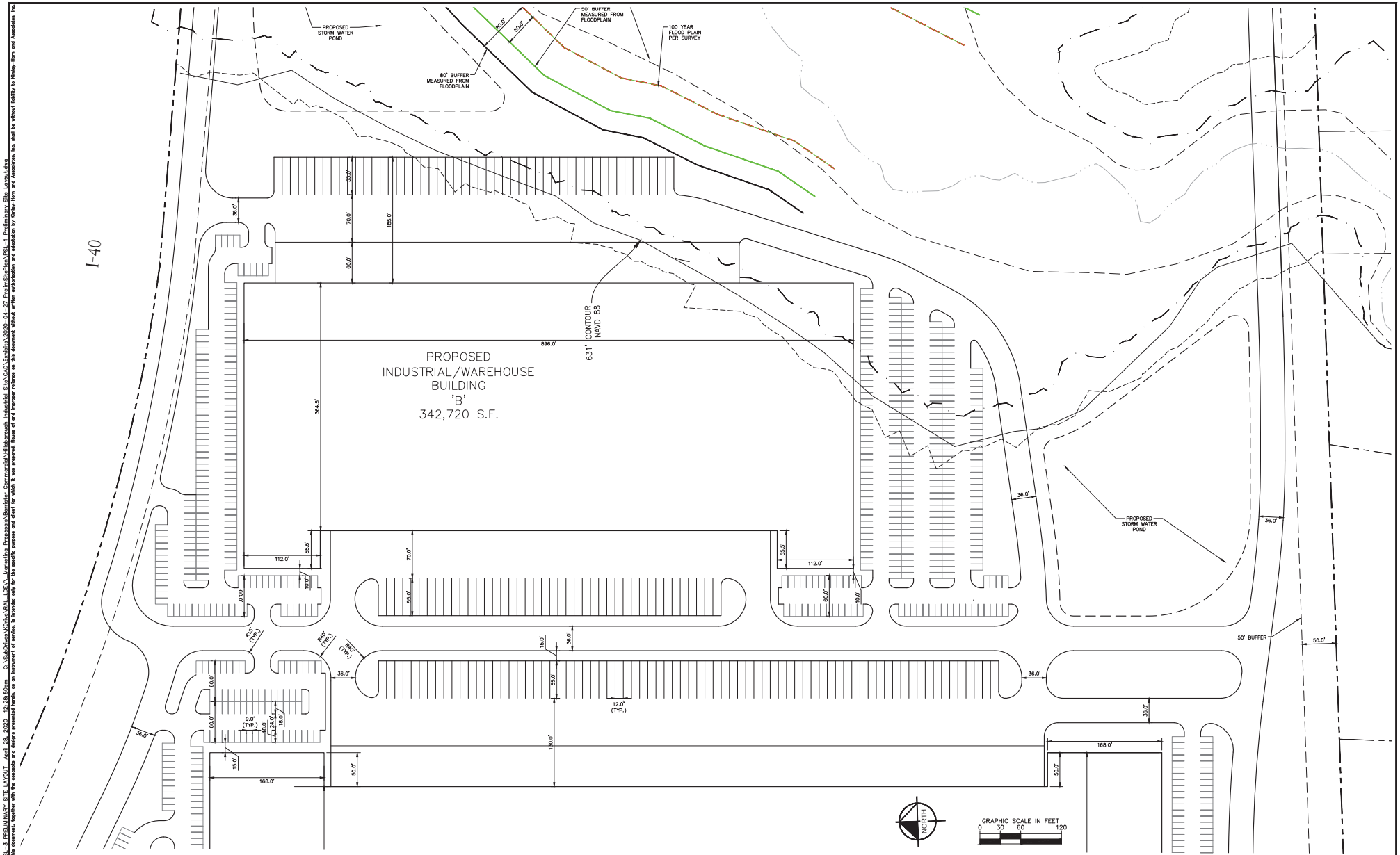

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I-40 & OLD N.C. 86
HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

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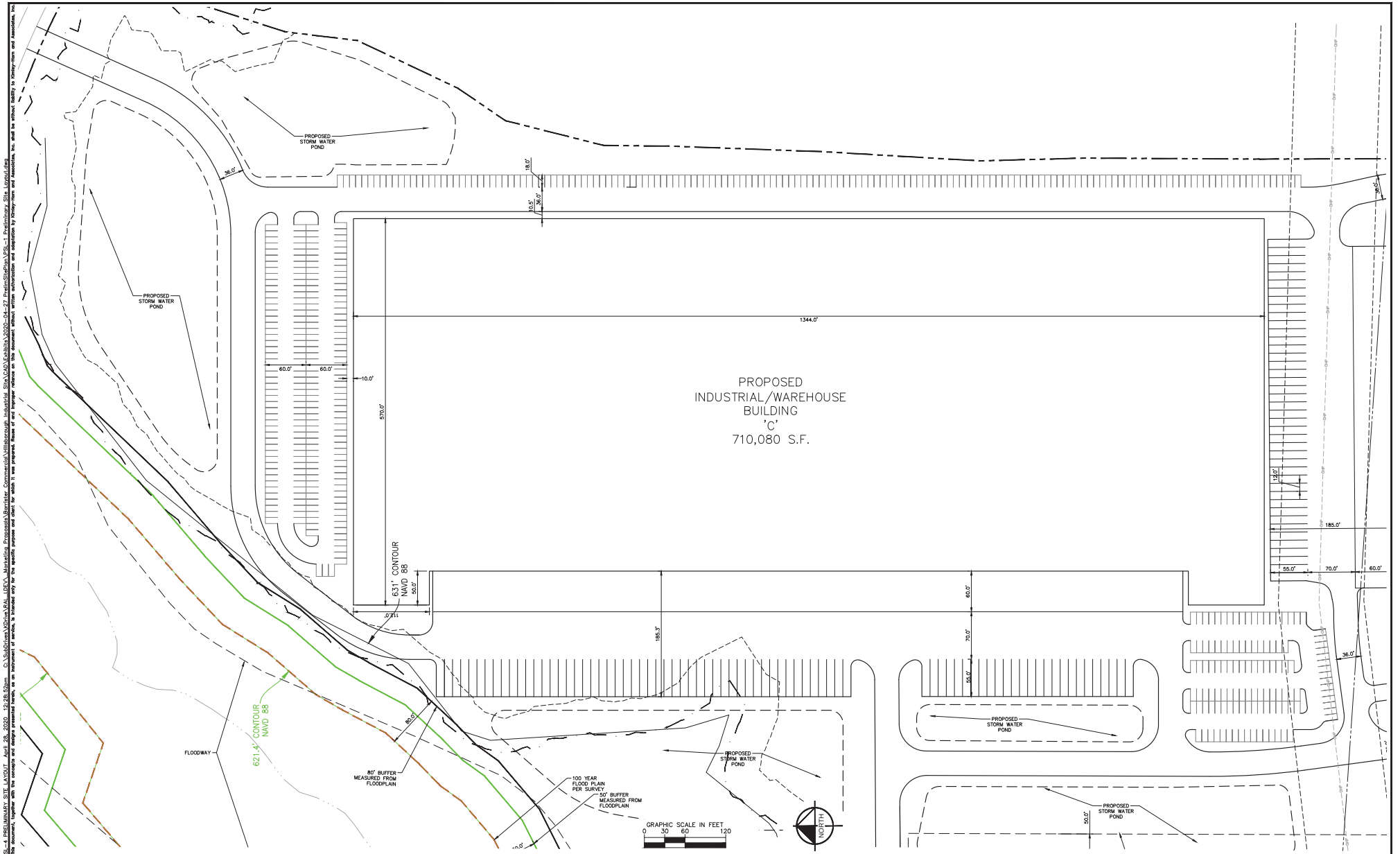

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HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

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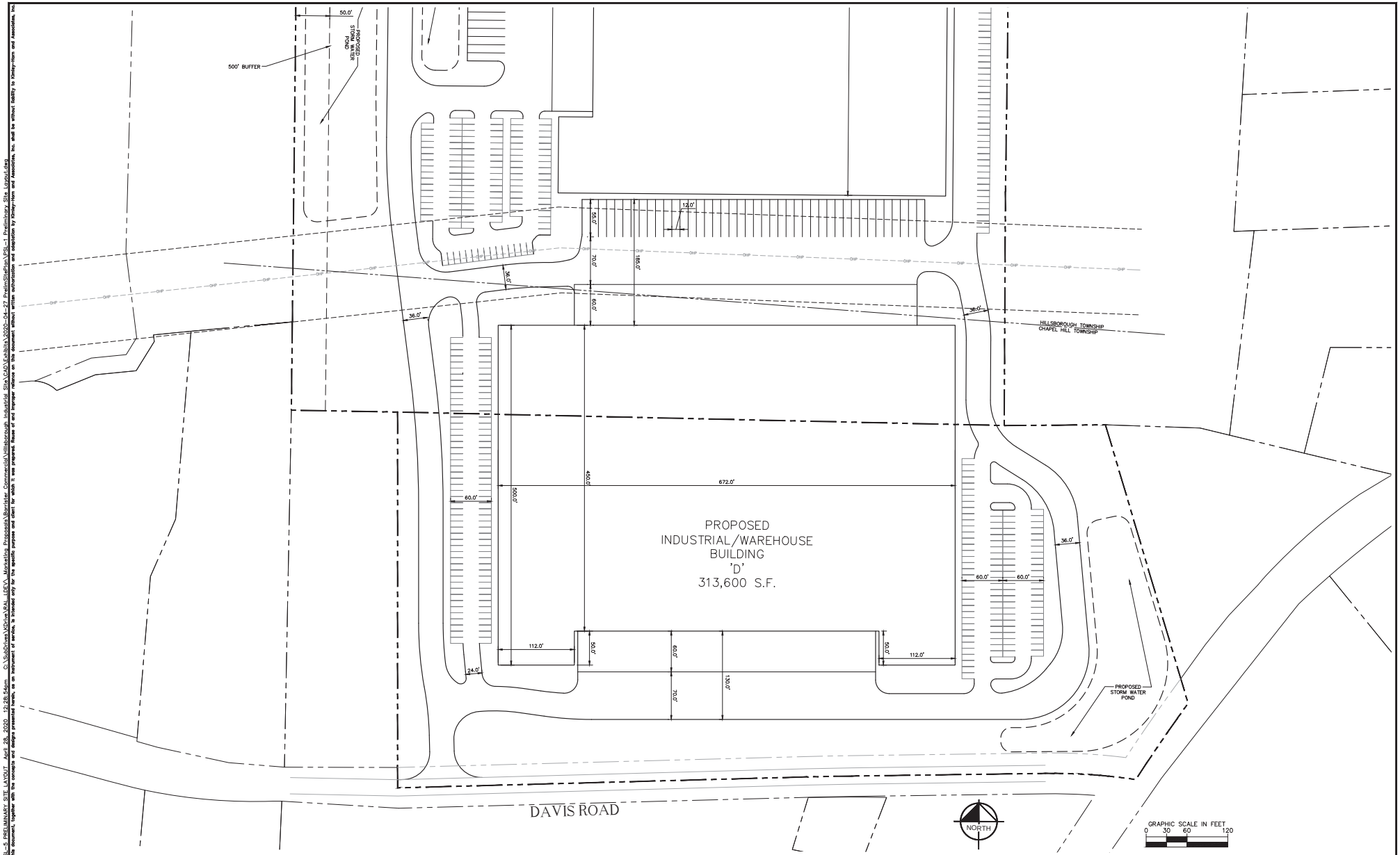

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HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

PRELIMINARY
NOT FOR CONSTRUCTION

PRELIMINARY SITE LAYOUT

SHEET NUMBER
PSL-5

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NCDOT Traffic Impact Analysis Need Screening / Scoping Request

TIA Need Screening → TIA Scoping → TIA Submittal

A Traffic Impact Analysis (TIA) may be required for developments based on the site trip generation estimates, site context, or at the discretion of the NCDOT District Engineer. The Applicant or the TIA Consultant shall submit this form along with the site plan to the District Engineer to determine the TIA need and, if a TIA is required, initiate the TIA scoping process. Without an approved scope, the TIA is incomplete and will be rejected until the study is revised to conform to NCDOT's TIA requirements.

Project Name: Hillsborough Industrial Site **Previous Name:** If Applicable Settler's Pointe TIA

Location: Hillsborough, NC **County:** Orange **Municipality:** Hillsboroug

Project Description: A.K.A. Research Triangle Logistics Park.

Greenfield development consisting of four warehouse buildings on one site

Project Contact:	Applicant	TIA Consultant
Company Name	Barrister Commercial Group	Stantec
Contact Person	Frank Csapo	Matt Peach, PE, PTOE
Phone Number	502-412-2800	919-865-7375
Email	FCsapo@barristercg.com	matt.peach@stantec.com
Mailing Address	3810 Springhurst Boulevard, Suite 120 Louisville, Kentucky 40241	801 Jones Franklin Road, Suite 300 Raleigh, NC 27606

Site Plan Prepared By: Kimley-Horn & Associates **Site Plan Date:** 4/28/2020

See site plan/vicinity map requirements on page 2.

Parcel Size: 181.5 Acre(s) **Anticipated Build-Out Year:** 2023

Weekday Site Trip Generation - Do NOT adjust for mode split, pass-by, internal capture, or diverted trips.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
150	Warehouse	2251200	sf	3648	Adj. Street	247	73	320	88	238	326	ITE Equation
Total		2251200	sf	3648		247	73	320	88	238	326	

Refer to the current *NCDOT Congestion Management Capacity Analysis Guidelines* for acceptable trip calculation methods and data sources.

**Explain local or other data sources, if used:

☒ The estimated site trips meet NCDOT's TIA trip threshold of 3,000 daily trips.

☒ The estimated site trips meet the municipal TIA trip threshold of 800 trips per day

☐ This project is located in a known STIP and/ or local CIP project #

☒ This project includes a rezoning request.

☐ The proposed site access is located within 1,000 feet of an interchange.

☐ The Applicant requests for a new or modified control-of-access break.

☐ The Applicant requests for a new or modified median break.

Applicant's Signature	Frank Csapo Print Name	Date

Site Plan/Vicinity Map Requirement for TIA Need Screening: While the site plan may not be finalized during the TIA scoping stage, the graphic representation of the proposed development shall provide adequate details on the development scope and context. More specifically, the site plan/map shall clearly show the location and type of each access point, spacing to adjacent and opposing driveways or intersections, internal street network, proposed buildings/parcels with their anticipated uses and sizes at full build-out and, if applicable, any nearby interstate, US, NC or Secondary Roads (SR).

Project Name: Hillsborough Industrial Site **Project Reference Number:** _____

☒ **A TIA is Required by the Local Government.** In addition, the study area is expected to include NCDOT maintained transportation facilities.

☒ **A TIA is Required by NCDOT,** per the *Policy on Street and Driveway Access to North Carolina Highways*.

If either or both of the boxes above are checked, the Applicant/TIA Consultant is hereby requested to fill out as much as possible of the following TIA scoping checklist, and return it along with the supporting documents to NCDOT prior to the scoping meeting.

☐ **A TIA is NOT required**. This decision is based on the development information presented above. Changes in the development plan will require re-evaluation of the TIA need, and may necessitate a TIA. The Applicant should inform the District Engineer of any significant changes in a timely fashion to avoid delays or rejections of the driveway permit / encroachment agreement applications.

Additional Comments:

The TIA need decision is made by the NCDOT Division 7 District 1 on _____.

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

NCDOT District Representative's Signature

Print Name

Email concurrence may be used in lieu of the signature.

NCDOT TIA Scoping Checklist

TIA Need Screening → TIA Scoping → TIA Submittal

Project Name: Hillsborough Industrial Site **TIA Scoping Date:** 5/15/2020

☒ **TIA Need Screening Forms are Attached.** Project Reference #: _____ Decision Date: _____

☒ **Site Plan and Access**

☒ Provide a site plan illustrating site access, internal and external roadways, buildings and land uses.
Refer to NCDOT's *Policy on Street and Driveway Access to North Carolina Highways* pages 14 and 15 for site plan requirements.

☒ Identify site access.

New Access	On Road	Access Type		Driveway Spacing		
	Road Name	Permitted Movements	Traffic Control	Distance (ft)	Direction	Nearest Intersection / Access
Access A	Davis Road	Conventional Full-Mvmt	2-Way Stop	1000	West	Old NC 86
Access B	Ex. Service Road	Conventional Full-Mvmt	2-Way Stop	1200	West	Old NC 86
Access C	Ex. Service Road	Conventional Full-Mvmt	2-Way Stop	2700	West	Old NC 86
Access D	Ex. Service Road	Conventional Full-Mvmt	2-Way Stop	3300	West	Old NC 86
Access E						
Access F						
Access G						
Access H						

Existing Access	Existing Intersection of		Access Modification	Proposed Interconnectivity (If Applicable)		
	Road A	Road B		Connector #	Road Connected	Adjacent Development
Access 1				Connector 1		
Access 2				Connector 2		
Access 3				Connector 3		
Access 4				Connector 4		

☐ Additional access clarifications and provisions (e.g., proposed control-of-access or median breaks, modifications of existing access, loading/unloading area access, bike/pedestrian accommodation).

☐

Proposed K-12 School Site

☐ NCDOT MSTA School Traffic Calculator for Select School Type shall be used.

☐ Peak Hour Factors (PHFs) shall be adjusted/weighted for new school trips (0.5 PHF by default).

☐ Internal school circulation analysis is required, and should be submitted in advance or concurrent with the TIA submittal.

☐ Clarify traffic operation plans (e.g. traffic circulation pattern, pedestrian access, drop-off/pick-up zone location and configuration, queue storage area and, if applicable, staggered start times).

☒ Trip Generation

The TIA Consultant shall prepare trip generation estimates following the current *NCDOT Congestion Management Capacity Analysis Guidelines*, and submit the calculation sheets and supporting information to the District Engineer for approval prior to capacity analysis.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
150	Warehouse	2251200	sf	3648	Adj. Street	247	73	320	88	238	326	ITE Equation
Unadjusted Site Trips				3648		247	73	320	88	238	326	
Internal Capture Trips (Attach Calculation Sheets)				0		0	0	0	0	0	0	
Internal Capture % of Unadjusted Site Trips				0 %		0 %			0 %			
LUC	Proposed Land Use	Any Internal Trips?		Pass-By % of External Trips								
150	Warehouse	Not Applicable		0 %		0 %			0 %			
				0 %		0 %			0 %			
				0 %		0 %			0 %			
		Yes - Adjust External Trips		0 %		0 %			0 %			
		Not Applicable		0 %		0 %			0 %			
Pass-By Trips (Attach Calculation Sheets)				0		0	0	0	0	0	0	
Adjacent Street Volumes				0		0			0			
Non-Pass-By Primary Trips				3648		247	73	320	88	238	326	
Diverted Trips, if Applicable and Justifiable												

**Explain local or other data sources, if used:

☐ Existing Site Trip Information for Redevelopment Projects (Attach separate sheets as needed)

ITE LUC	Existing Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
					Please Select							Please Select
Total Existing Site Trips												

☒ **Trip Distribution**

☒ Trip distribution diagrams are submitted concurrently with this document (attach separate sheets).

☐ Trip distribution diagrams will be submitted separately, along with supporting information, to the District Engineer for review and approval prior to capacity analysis. The trip distribution shall be based on the current and anticipated traffic patterns, as well as instructions noted below.

If required by the District Engineer, the following additional diagrams shall also be submitted:

☐ Mixed-Use Developments (separate diagrams for residential, commercial, and office trips)

☐ Inter-Development Trips (if 'internal" trips cross public streets)

☐ Pass-By Trips

☐ Diverted Trips

☐ Each Analysis Period

☐ **Mode Split**

☐ Provide Data Source and Justification

Mode / Period	Auto		
AM Peak	%	%	%
PM Peak	%	%	%
Daily	%	%	%
	%	%	%

☐ Identify proper infrastructure and accommodation for other modes of travel.

☒ **Analysis Peak Periods:**

☒ Weekday AM Peak 6:30-9:30 AM

☒ Weekday PM Peak 3:30-6:30 PM

☐ Weekday Midday Peak _____

☐ Weekday PM School Peak _____

☐ Weekend _____ Peak _____

☐ Other _____

☒ Study Area Intersections and Data Collection

The study area shall include the site access intersections (both new and existing) identified under "Site Plan and Access" on page 1, as well as the following external and, if applicable, internal intersections.

External Intersection	Intersection of		Traffic Control	Intersection Turning Movement Counts			Notes
	Road A	Road B		New / Existing	Date of Counts	Growth Adjustment	
#1	Old NC 86	I-40 WB Ramps	2-Way Stop	Use Existing Counts	10/18/16		From prev stdy
#2	Old NC 86	I-40 EB Ramps	2-Way Stop	Use Existing Counts	10/18/16		From prev stdy
#3	Old NC 86	Service Rd	2-Way Stop	Use Existing Counts	10/18/16		From prev stdy
#4	Old NC 86	Davis Rd	2-Way Stop	Use Existing Counts	10/18/16		From prev stdy
#5	Old NC 86	Waterstone Dr.	Signal	Use Existing Counts	10/18/16		From prev stdy
#6							
#7							
#8							
#9							
#10							
#11							
#12							

Internal Intersection	Intersection of		Access Type		Intersection Spacing		
	Road A	Road B	Traffic Control	Permitted Movements	Distance (ft)	Direction	Nearest Intersection
#101							
#102							
#103							
#104							
#105							

The following data will be collected:

☐ New traffic turning movement counts in ☐ 15-min intervals ☐ 5-min intervals (near schools)
Unless otherwise noted above, new traffic counts shall be collected at the existing study intersections during the analysis periods. Weekday counts shall avoid Mondays, Fridays, holidays, school breaks, road closures, and major weather events.

☐ To account for the impact of existing and/or proposed school traffic, PHFs will be adjusted for:

intersections numbered: _____

and access points numbered: _____

☐ Traffic Forecast Data for TIP: _____

☒ Roadway/Intersection Configuration & Traffic Control

☐ Traffic Signal Phasing & Timing Data

☐ Crash Data: _____ Period: _____

☐ Other:

☒ Future Year Conditions

☒ Project Build-Out Year: 2023

☐ Future Analysis Year(s): _____

☒ Identify below any funded/committed future transportation improvements, as well as any approved but incomplete developments near the site.

Funded STIP / Local CIP Project	Project Description	Year Complete
U-5845	Churton Street Widening	2025
I-3306A	I-40 Widening	2023

Nearby Approved Development	Location	Future Land Use (exclude any completed phases)	Committed Improvements
Waterstone	Waterstone Drive	Mixed-Use	None

☒ Annual Growth Factor: 1 %

Justification/Data Source: Growth rate from prev. Settler's Pointe TIA

☒ Local Comprehensive Transportation Plan Compliance

☒ Identify Applicable Local Transportation Planning Documents

Plan Hillsborough 2040

☐ Identify Applicable Roadways inside the Study Area

Road Name	Classification	Speed Limit	Proposed Cross-Section	Proposed Right-of-Way	Compliance Requirements	Affect Study Intersection #

☒ Study Method

The traffic analysis shall follow the current *NCDOT Congestion Management Capacity Analysis Guidelines*, *Policy on Street and Driveway Access to North Carolina Highways*, and use the current approved version of analysis software (e.g. Synchro/SimTraffic, HCS, Sidra Intersection, TransModeler).

The study shall include the following analysis scenarios for each analysis period.

1. Existing Conditions
2. Future No-Build Conditions (existing + background growth + approved developments + committed or funded improvements)
3. Future Build Conditions (future no-build + site trips)
4. Future Build with Improvements Conditions (future build traffic with improvements to mitigate the proposed development's impacts) and, if applicable:

☐ 5. TIP Design Year Analysis _____

☐ 6. Alternative Access Scenario (without proposed control-of-access or median break / modification)

The following additional analysis/outputs should be provided as warranted:

☐ Signal Warrant Analysis for accesses/intersections _____
☐ Multi-Modal Level of Service Analysis
☐ School Loading Zone Traffic Simulation
☐ Phasing Analysis (scope separately as needed)
☐ Safety/Crash Analysis
☐ Control-of-Access Modification Justification
☐ Median Break / Modification Justification
☐ Other _____

☒ Submittals

In addition to the hardcopies required below, the TIA Consultant shall provide the District Engineer and, if required, the local government an electronic copy of the study documents, including the latest site plan, figures and appendices, in searchable PDF files and the original traffic analysis files (e.g., Synchro, HCS). To expedite review, the NCDOT electronic submittals shall also be delivered concurrently to:

☐ Div. Traffic Engr ☐ Regional Traffic Engr ☒ Congestion Management ☐ Other _____

Submittals	NCDOT		Local Government	
	Electronic	Hardcopy	Electronic	Hardcopy
Trip Generation & Distribution	Required		Required	
Draft TIA Report	Required			
Final Sealed TIA Report	Required		Required	

☒ **Additional Comments** (municipal TIA requirements, approved variations from NCDOT guidelines)

See attached letter discussing approach for trip generation, counts, and approved developments.

Agreement by All Parties

The undersigned agree to the contents and methodology described above for completing the required traffic impact analysis for the proposed development identified herein. Any changes to the above methodology contemplated by the Applicant or the TIA Consultant must be submitted to the District Engineer in writing. If approved by NCDOT, then such changes may be accepted for the TIA report. Subsequent revisions to the development plan (e.g. land use, density, site access, or schedule) may require additional scoping and analysis, and may modify the TIA requirements.

This agreement shall become effective on the date approved by NCDOT, and shall expire____ months after the effective date or upon significant changes to the roadway network and/or development assumptions, whichever occurs first. Once expired, renewal or re-scoping will be required for subsequent TIA submittals.

APPLICANT

	Frank Csapo	
Signature	Print Name	Date

TIA CONSULTANT

	Matt Peach, PE, PTOE	5/28/2020
Signature	Print Name	Date

LOCAL GOVERNMENT REPRESENTATIVE (If Applicable)

Signature	Print Name	Date

Email concurrence may be used in lieu of the signature.

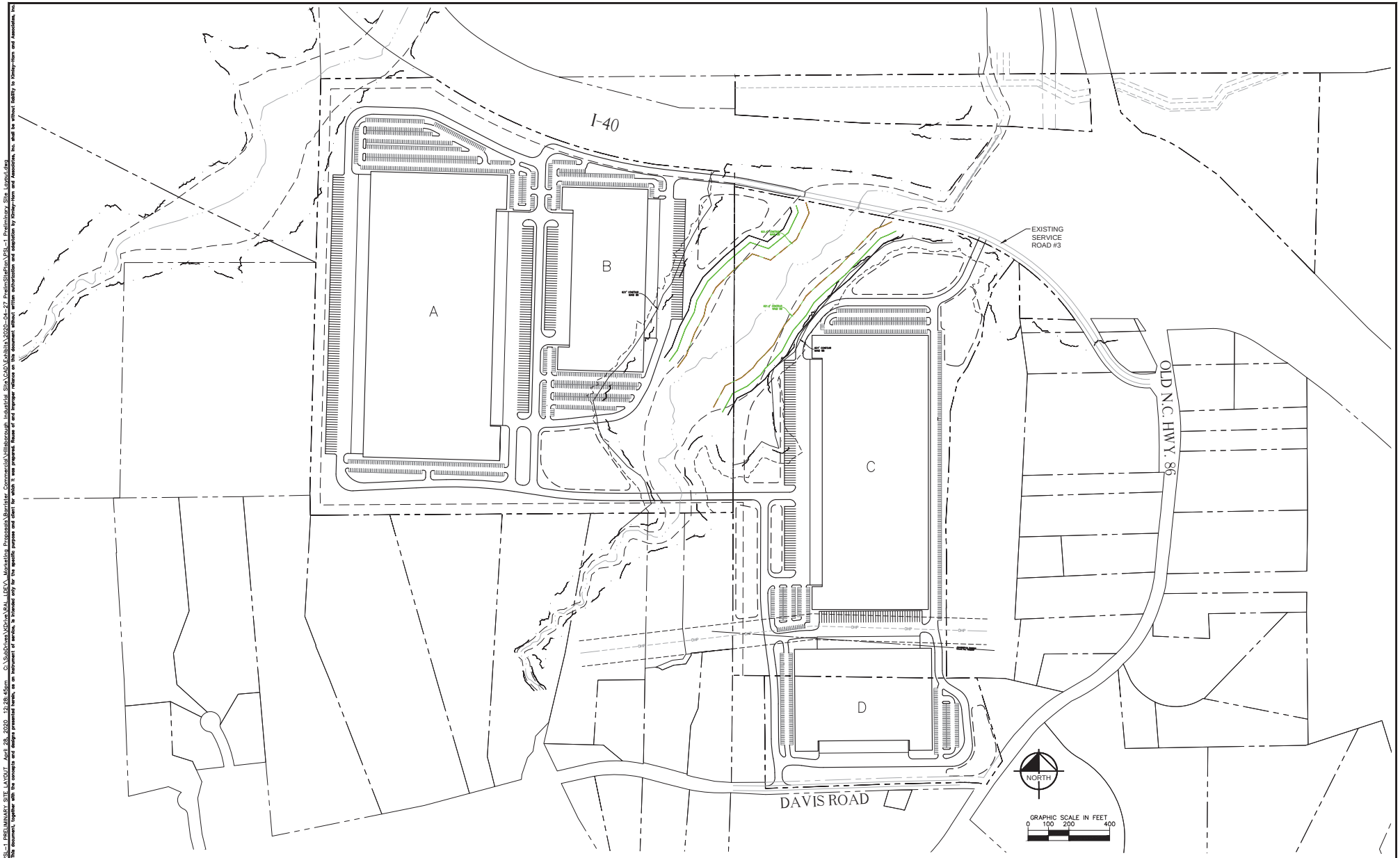
NCDOT DISTRICT REPRESENTATIVE

Reviewed and approved by the NCDOT Division 7 District 1 on _____.

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

Signature Print Name

Email concurrence may be used in lieu of the signature.



No.	REVISIONS	DATE	BY

Kimley»Horn

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421 FAYETTEVILLE STREET, SUITE 600, RALEIGH, NC 27601
PHONE: 919-677-2000
WWW.KIMLEY-HORN.COM

KHA PROJECT	013560000
DATE	04/28/2020
SCALE	AS SHOWN
DESIGNED BY	JCB
DRAWN BY	JCB
CHECKED BY	COB

HILLSBOROUGH INDUSTRIAL SITE
FOR
BARRISTER CONSTRUCTION CORPORATION
I-40 & OLD N.C. 86

HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

PRELIMINARY
NOT FOR CONSTRUCTION

PRELIMINARY SITE LAYOUT
OVERALL

SHEET NUMBER
PSL-1

Plotted By:Bell, JJ Layout:PSL-1 PRELIMINARY SITE LAYOUT April 28, 2020 12:28:45pm C:\SubDrives\KDrive\RAL_LDEV_Marketing Proposals\Barrister Commercial\Hillsborough Industrial Site\CAD\Exhibits\2020-04-27 PrelimSitePlan\PSL-1 Preliminary Site Layout.dwg
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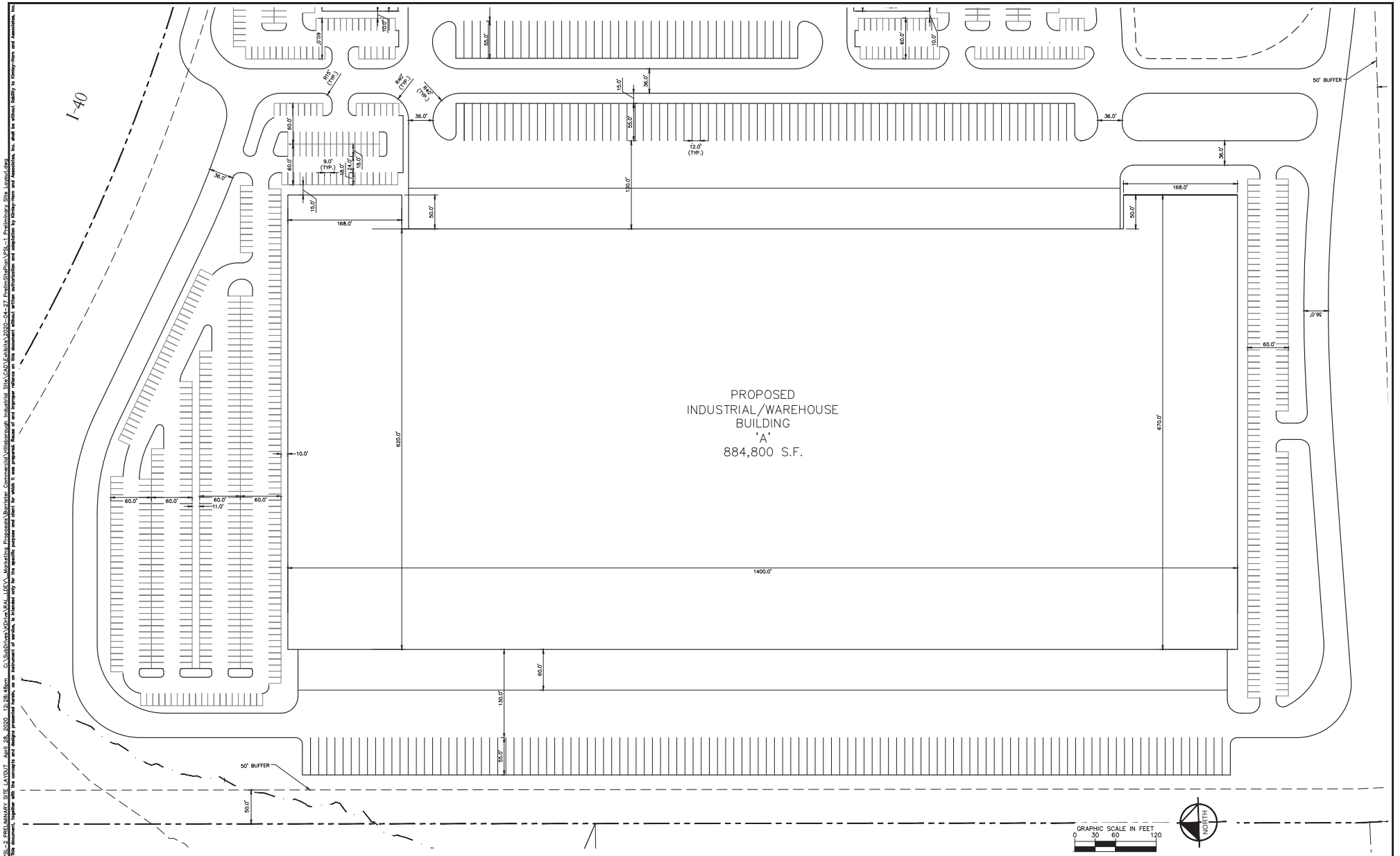

No.	REVISIONS	DATE	BY

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KHA PROJECT	013560000
DATE	04/28/2020
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HILLSBOROUGH INDUSTRIAL SITE
FOR
BARRISTER CONSTRUCTION CORPORATION
I-40 & OLD N.C. 86
HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

PRELIMINARY
NOT FOR CONSTRUCTION

PRELIMINARY SITE LAYOUT

SHEET NUMBER
PSL-2

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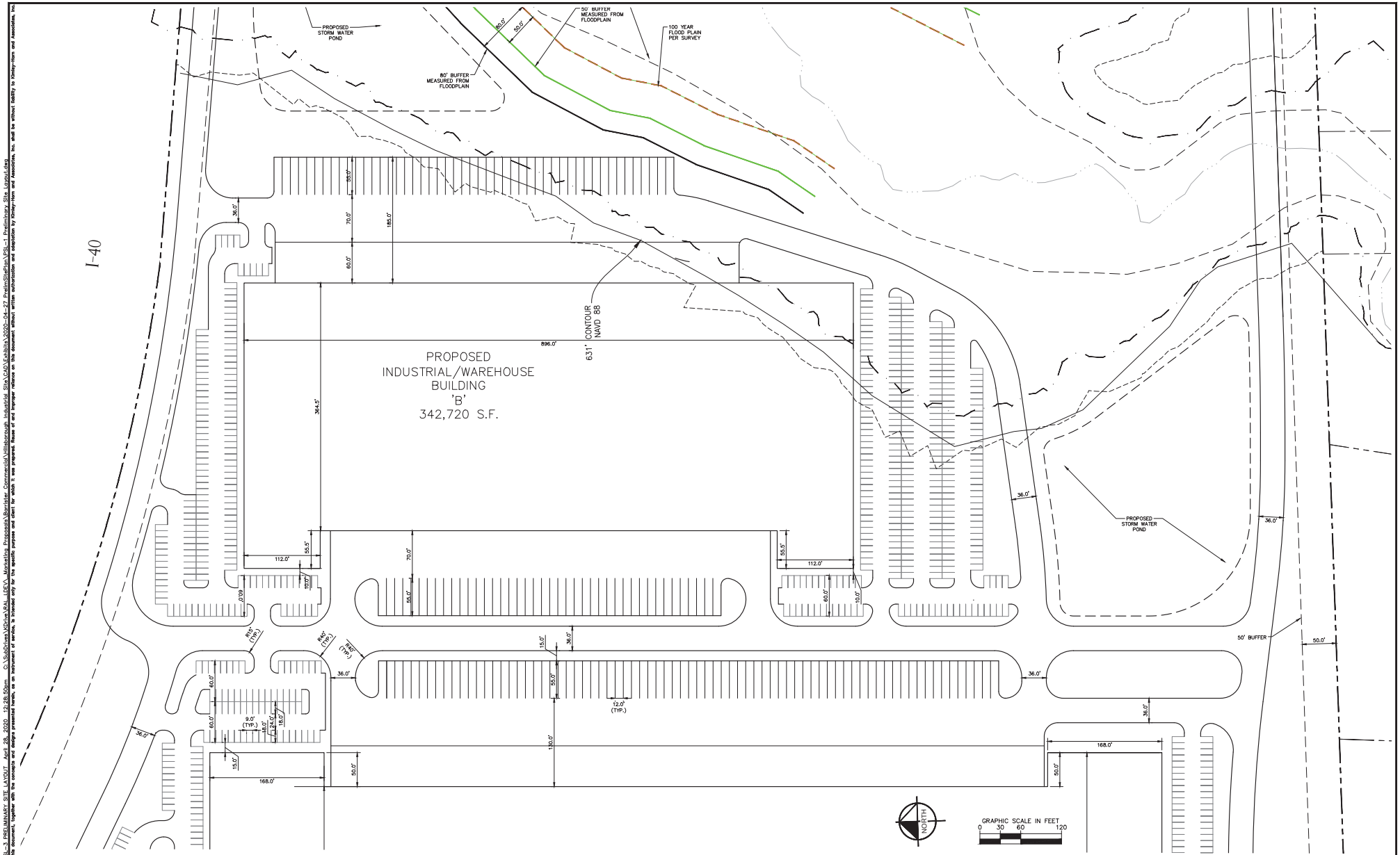

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DATE	04/28/2020
SCALE	AS SHOWN
DESIGNED BY	JCB
DRAWN BY	JCB
CHECKED BY	COB

HILLSBOROUGH INDUSTRIAL SITE
FOR
BARRISTER CONSTRUCTION CORPORATION
I-40 & OLD N.C. 86
HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

PRELIMINARY NOT FOR CONSTRUCTION

PRELIMINARY SITE LAYOUT

SHEET NUMBER
PSL-3

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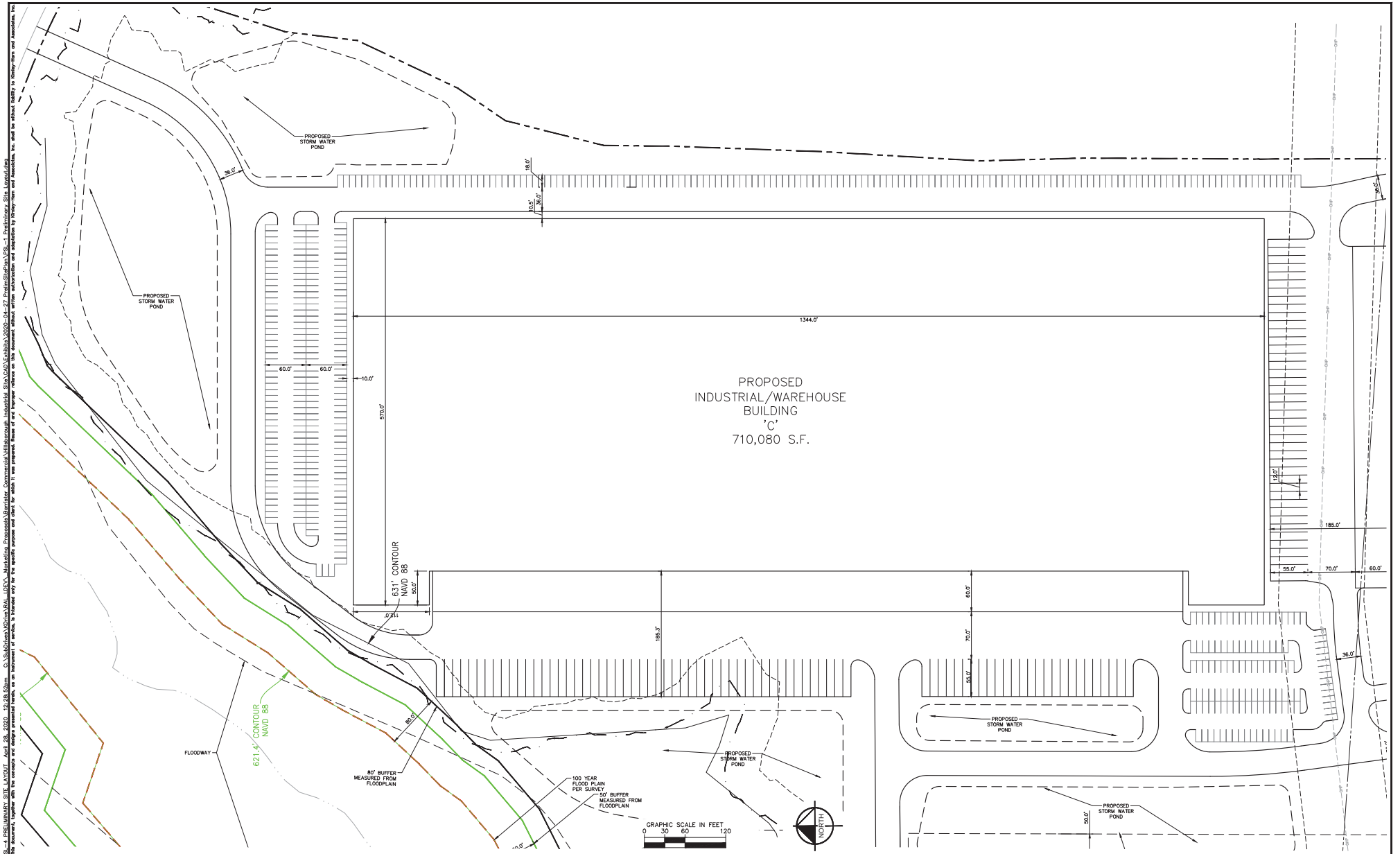

No.	REVISIONS	DATE	BY

Kimley»Horn

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KHA PROJECT	013560000
DATE	04/28/2020
SCALE	AS SHOWN
DESIGNED BY	JCB
DRAWN BY	JCB
CHECKED BY	COB

HILLSBOROUGH INDUSTRIAL SITE

FOR

BARRISTER CONSTRUCTION CORPORATION
I-40 & OLD N.C. 86

HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

PRELIMINARY
NOT FOR CONSTRUCTION

PRELIMINARY SITE LAYOUT

SHEET NUMBER

PSL-4

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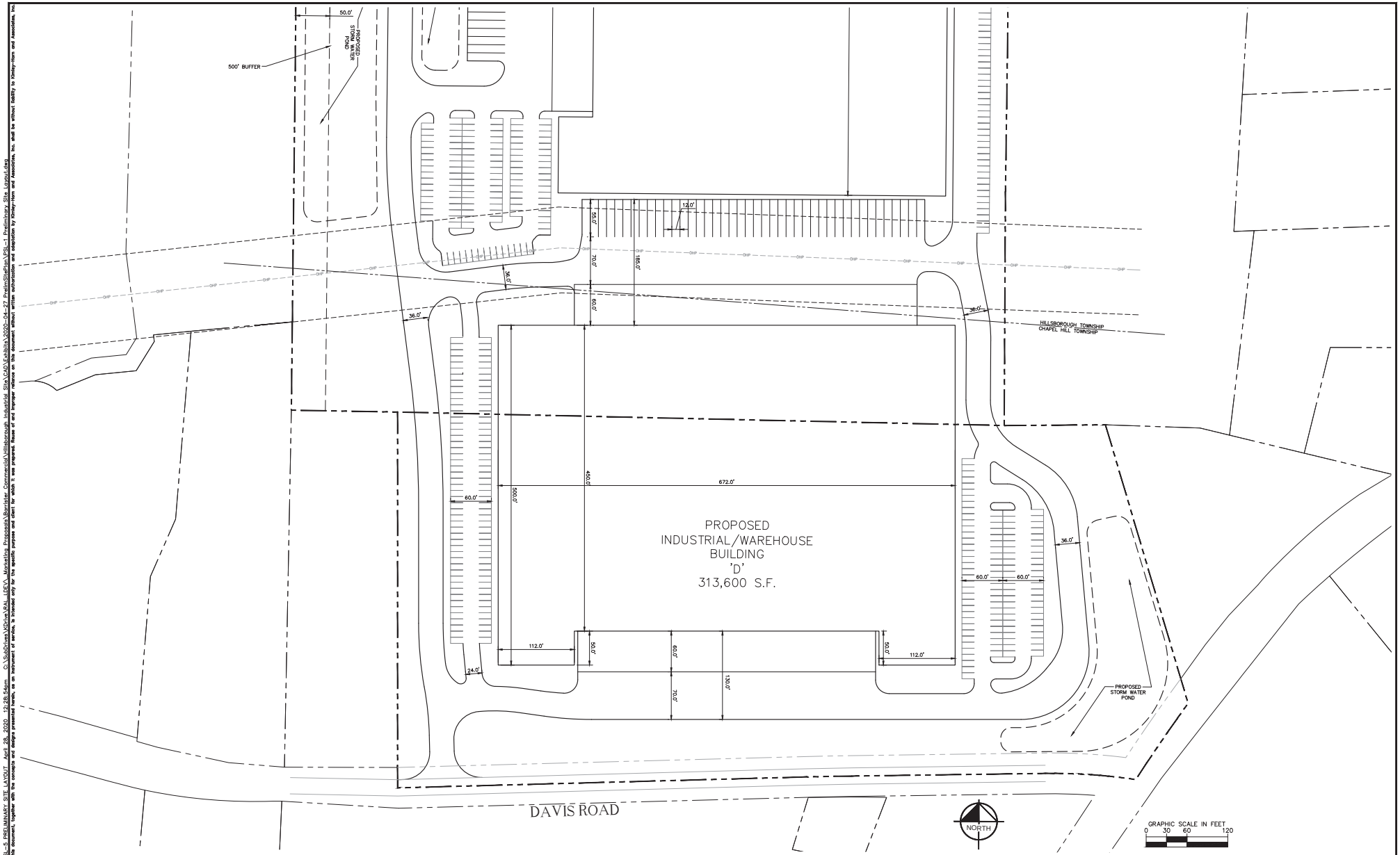

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DATE	04/28/2020
SCALE	AS SHOWN
DESIGNED BY	JCB
DRAWN BY	JCB
CHECKED BY	COB

HILLSBOROUGH INDUSTRIAL SITE
FOR
BARRISTER CONSTRUCTION CORPORATION
I-40 & OLD N.C. 86
HILLSBOROUGH ORANGE COUNTY NORTH CAROLINA

PRELIMINARY
NOT FOR CONSTRUCTION

PRELIMINARY SITE LAYOUT

SHEET NUMBER
PSL-5

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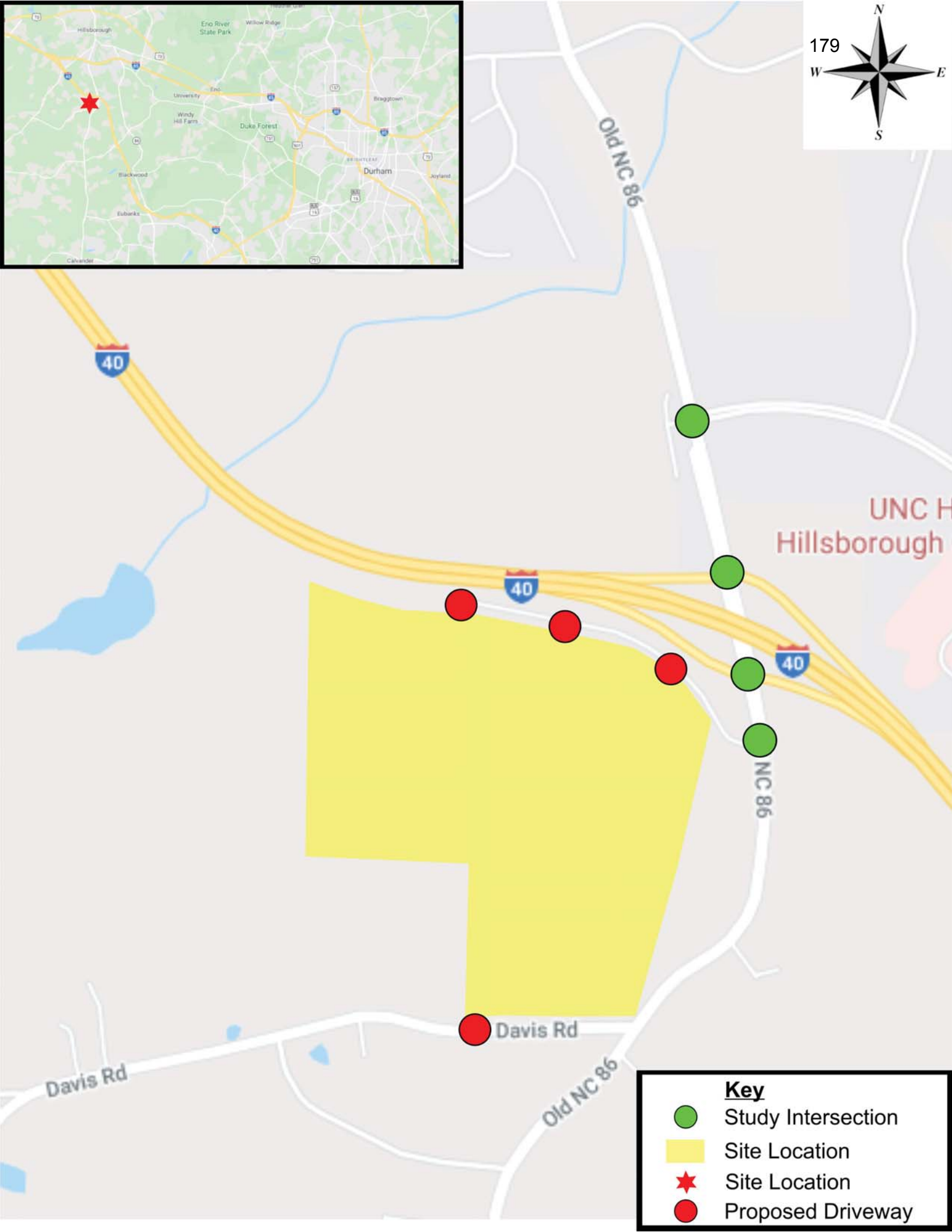
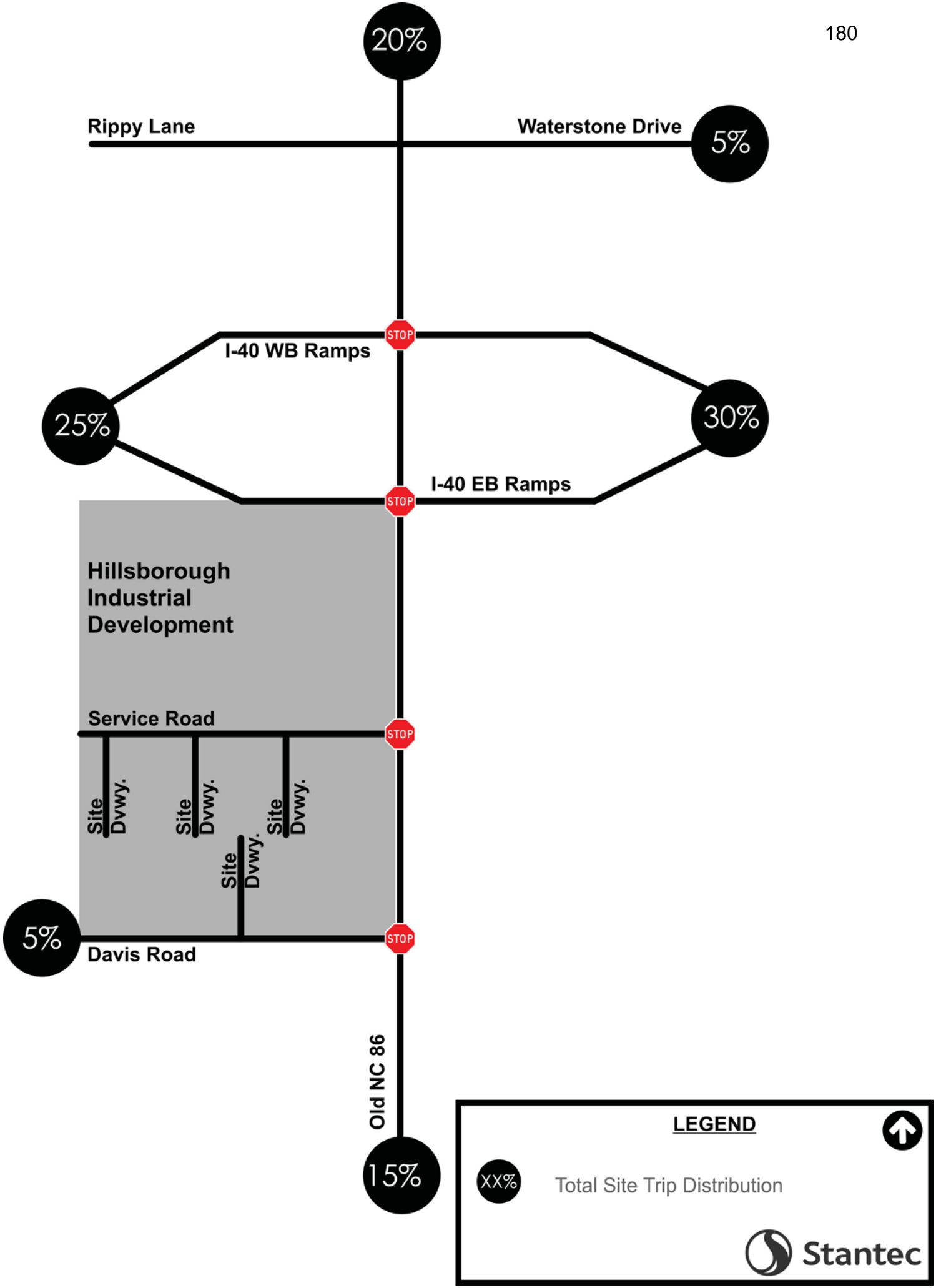

179
N
W
E
S
Old NC 86
40
UNC H
Hillsborough
NC 86
Davis Rd
Davis Rd
Old NC 86
Key
Study Intersection
Site Location
Site Location
Proposed Driveway


20%
Rippy Lane
Waterstone Drive
5%
STOP
I-40 WB Ramps
25%
30%
I-40 EB Ramps
STOP
Hillsborough
Industrial
Development
Service Road
STOP
Site
Dvwy.
Site
Dvwy.
Site
Dvwy.
Site
Dvwy.
5%
Davis Road
STOP
Old NC 86
15%
LEGEND
XX%
Total Site Trip Distribution
Stantec

Stantec
801 Jones Franklin Road, Suite 300, Raleigh, NC 27606

May 26, 2020
File: 171002240

Attention: Chuck Edwards, PE
District Engineer, NCDOT Division 1, District 1
115 East Crescent Square Drive
Graham, NC 27253

Dear Mr .Edwards,

Reference: Hillsborough Industrial Development TIA, Orange County, NC

This letter is attached to the NCDOT Traffic Impact Analysis Scoping Forms. It is intended to elaborate on Stantec's approach to trip generation, use of historical turning movement counts, and approved development traffic.

TRIP GENERATION

The NCDOT Rate vs. Equation Spreadsheet (effective July 1, 2018) limits the use of Warehousing (land use code 150) to 2,000,000 square feet. As the proposed development in in-excess of this limit, the approach to trip generation is to generate trips separately for 1,000,000 and 1,251,200 square feet. Results are as follows:

Trip Generation: Hillsborough Industrial Development, Orange County, NC

Land Use	ITE LUC	Size		Daily			AM Peak			PM Peak		
				Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Warehousing*	150	1000	1000 GFA	1626	813	813	145	112	33	148	40	108
Warehousing*	150	1251.2	1000 GFA	2022	1011	1011	175	135	40	178	48	130
				3648	1824	1824	320	247	73	326	88	238

*Trips were calculated using 1,000,000 and 1,251,200 SF as the acceptable data range for this land use is up to 2,000,000 SF per NCDOT Rate versus Equation spreadsheet.

HISTORICAL TURNING MOVEMENT COUNTS

Turning movement counts used in the Settler's Pointe TIA (dated August 2017) are proposed to be used with this study. The data was collected on Tuesday, October 18, 2016 by GreenLight Traffic Services, Inc. The 2016 Existing Peak Hour Volumes figure from the study is attached to this letter.

Traffic counts used as part of U-5845 (Churton St. Widening) were collected on June 7, 2016 and pre-date the counts used in the Settler's Pointe TIA.

I-3306A (I-40 Widening) includes turning movement counts collected on March 5, 2019. However, these counts were only collected at the interchange of I-40 at Old NC 86 and therefore do not include all study intersections.

Therefore, it is recommended the October 18, 2016 traffic counts used in the Settler's Pointe TIA be used in this study.

Reference: Hillsborough Industrial Development TIA, Orange County, NC

APPROVED DEVELOPMENT TRAFFIC

The Settler's Pointe TIA included trips from the Waterstone Development; located on Waterstone Drive in Hillsborough, NC. The 2020 No-Build Adjacent Development Volumes Figure is attached to this letter. In addition to this, NCDOT District staff have indicated that 100,000 SF expansion of the UNC Hospital Campus has been approved; although no traffic study was performed.

Further review of the approved development traffic from the Settler's Pointe TIA indicate that 341,912 square feet of hospital were constructed. The approved development traffic associated with the hospital land use was then the difference between 810,000 SF and 341,912 SF of hospital as noted in the Waterstone: Lots 9-11 TIA (Kimley-Horn and Associates). A review of available news articles (News and Observer, Durham Herald-Sun) indicate that the hospital expansion was included in the original campus plan and is accounted for in the approved development traffic in the original Settler's Pointe TIA. A page from the Waterstone: Lots 9-11 TIA, taken from the Settler's Pointe TIA, detailing the trip generation is included as an attachment.

Capacity analysis is based off-of the existing (i.e. 2020) roadway geometry. Accordingly, no improvements associated with these approved developments will be included in the study.

STIP PROJECTS

Two projects are planned within the study area. Those are U-5845 (Churton Street Widening) and I-3306A (I-40 Widening). The traffic forecast for I-3306A was revised in July 2019 and states that Assumptions and changes in the distribution of population and employment in the forecast study area are implicit in the Triangle Regional Model (TRMv6) that was updated in May of 2019. The rezoning for Settler's Pointe occurred on January 23, 2018. Therefore, the zoning of this project was included and therefore the development was accounted for in the traffic forecast.

Please feel free to contact me regarding any information presented in the Scoping Forms or in this letter.

Regards,

Stantec



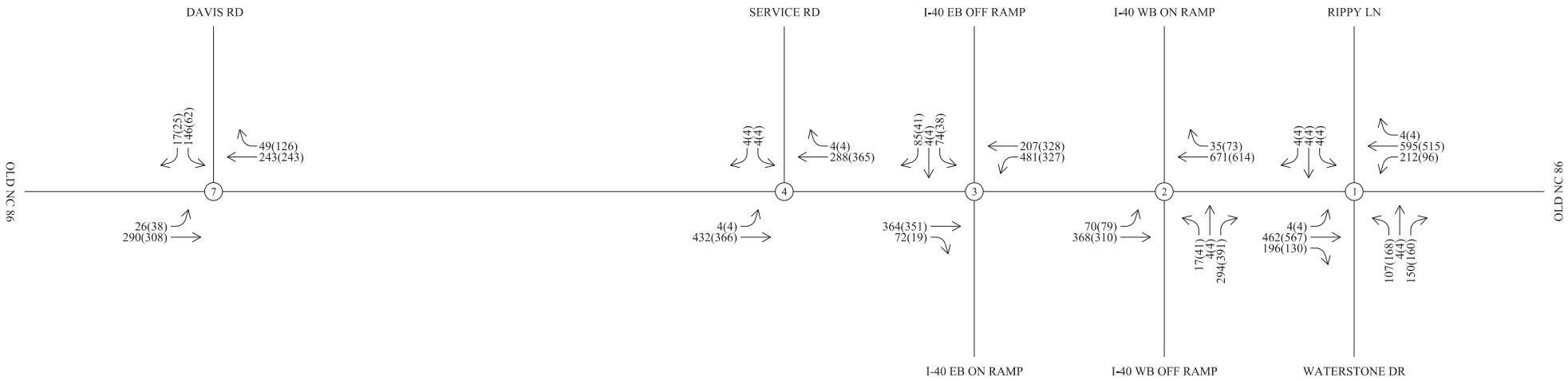
Matt Peach, PE, PTOE
Senior Transportation Engineer
Phone: 919-865-7375
Matt.Peach@stantec.com

Attachment: 2016 Existing Peak Hour Volumes Figure (Settler's Pointe TIA),
Adjacent Development Volumes Figure (Settler's Pointe TIA),
Waterstone: Lots 9-11 TIA Trip Generation

2016 Existing
Peak Hour Volumes
Figure 3

← Turning Movement
(##) Intersection Number
AM Peak Hour Volumes
(###) PM Peak Hour Volumes

AECOM

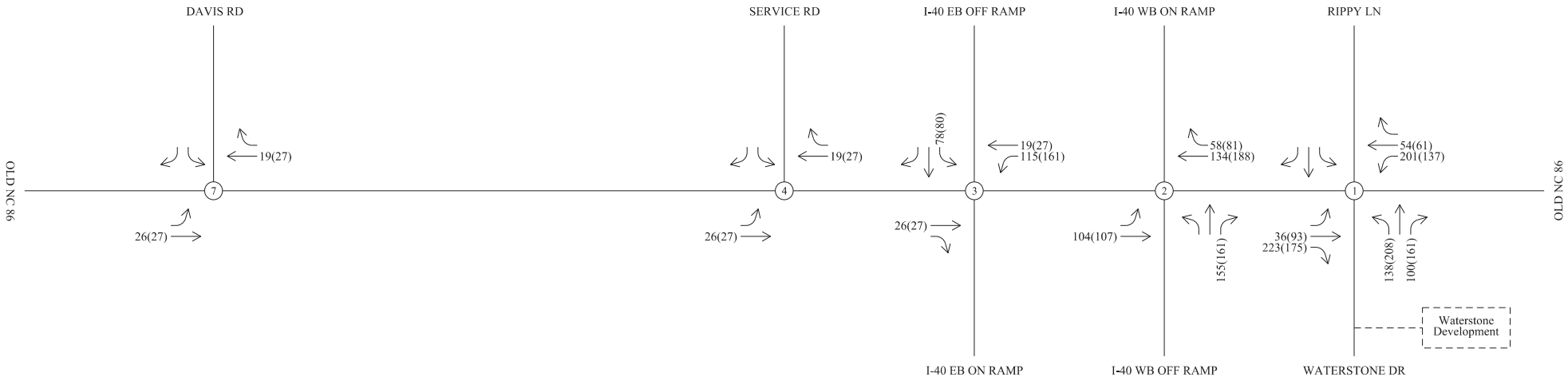


NOT TO SCALE

2020 No-Build
Adjacent Development Volumes
Figure 5

← Turning Movement
(##) Intersection Number
AM Peak Hour Volumes
(###) PM Peak Hour Volumes

AECOM



NOT TO SCALE

Table ES-1
Traffic Generation – Waterstone
(Average Weekday Traffic)

Land Use Code	Land Use	Density	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
210	Single-Family Homes	334 d.u.	61	183	196	115
220	Apartments	471 d.u.	47	188	180	97
230	Townhomes	128 d.u.	11	52	50	24
488	Soccer Complex	1 field	1	0	12	6
540	Community College	1,250 students*	259	49	226	133
610	Hospital	468,088 SF**	301	176	179	292
720	Medical Office	153,000 SF	213	56	75	191
820	Shopping Center	110,000 SF	102	63	307	332
Internal Capture			*65*	*65*	*174*	*174*
Pass-by Trips			*0*	*0*	*85*	*81*
New External Trips			**833**	**684**	**867**	**876**

*Note: Trip generation represents difference between 2,500 students and 1,250 students.

**Note: Trip generation represents difference between 810,000 SF and 341,912 SF of hospital.

Capacity analyses were performed using Synchro Version 9.1 software. Table ES-2 summarizes the operation of the study intersections for the AM and PM peak hour traffic conditions.

Table ES-2
Level-of-Service Summary

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Old NC 86 (Churton Street) & Waterstone Drive (Signalized)		
Existing (2015) Traffic	B (11.8)	B (13.5)
Background (2020) Traffic	B (11.9)	B (13.7)
Build-out (2020) Traffic	C (21.4)	C (23.7)

2016 No-Build Peak Hour Volume Balancing

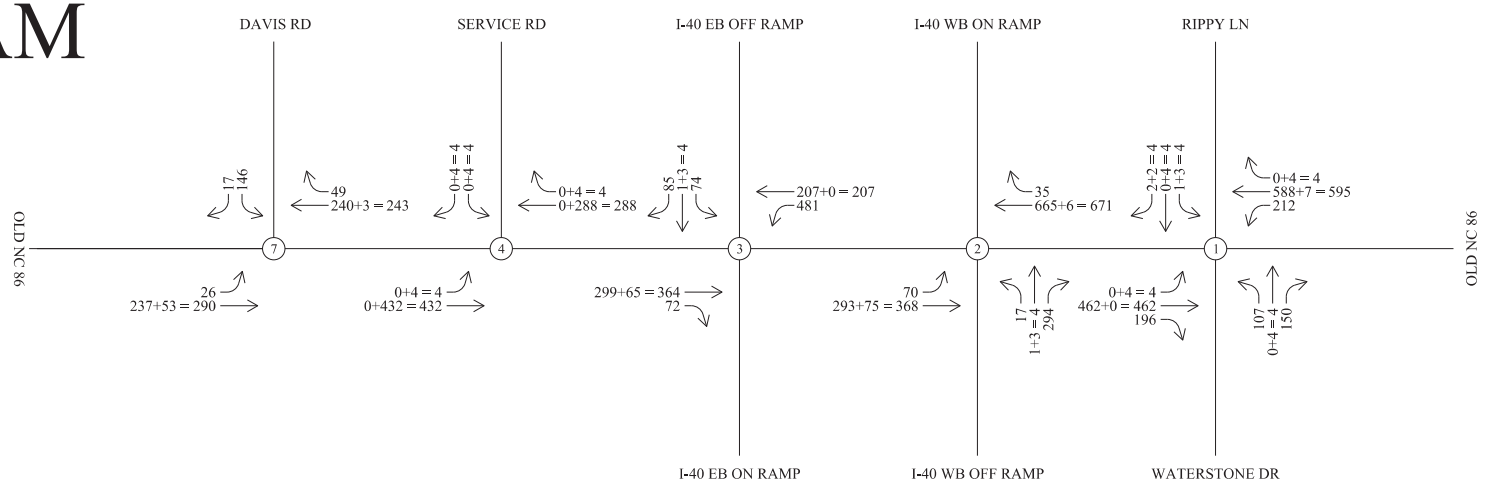
(##) Intersection Number

XX + ## = Existing Peak Hour Volume

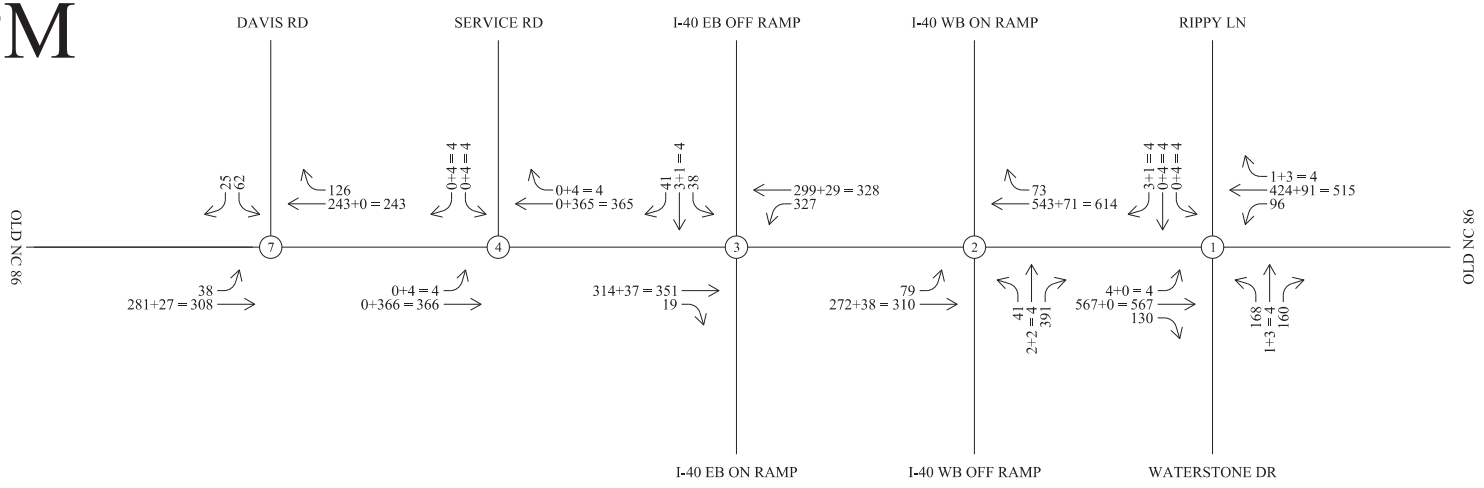
Existing Count | Volume Balancing Adjustment

AECOM

AM



PM



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Old NC 86 at
Waterstone Drive
Traffic Count

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GreenLight
Traffic Services, Inc.
Post Office 1364
Garner, North Carolina 27529-1364
919-632-1779
Benny R. Johnson, President

Count Site 4 Hillsborough

Intersection: Waterstone Drive/Rippy Lane @ Old NC 86

Division: 07 **County**: Orange **City /Town**: Hillsborough

Date and Time of Count: 10/18/16 6:30am – 9:30am; 3:30am - 6:30pm

Counted by: Joe Batts **Processed By:** Joe Batts

School in Session: Yes **Weather Condition**: Sunny

Total Volume: 8,219

Method Used: JAMAR DB-400 Electronic Count Board **Equipment Operating Properly**: Yes

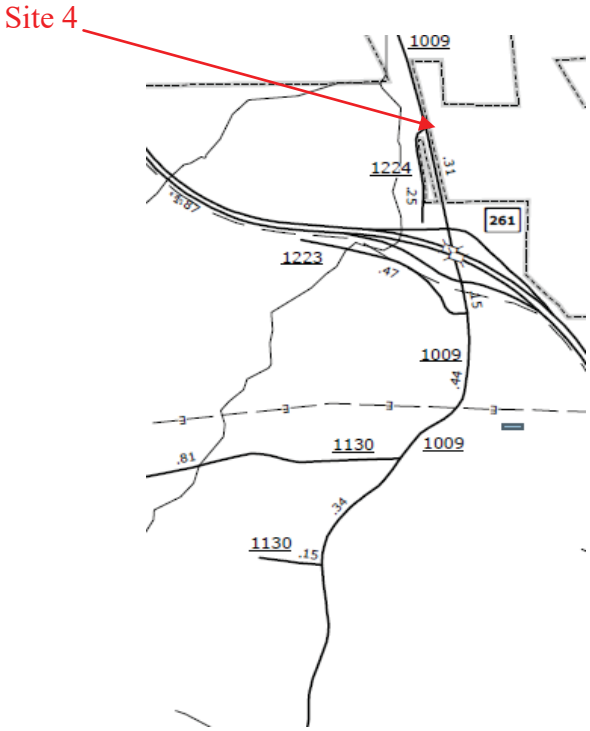
Type of Count: Turning Movement

Area Lighting: None **Intersection controlled by:** Traffic Signal

Construction Present: ☐ **Yes** ☒ **No** **Disabled Pedestrians Observed:** ☐ Yes ☒ No

Traffic Problem Observed: ☐ **Yes** ☒ **No** **If Yes Describe:** None





Green Light Traffic Services, Inc.
P.O. Box 1364
Garner, NC 27529
919-632-1779
President: Benny R. Johnson

Waterstone Dr./Rippy Ln. @ Old NC 86
Div. 7, Hillsborough, Orange Co.
Weather: Sunny
Counted by: Joe Batts

File Name : Site 4 Totals
Site Code : Site 4
Start Date : 10/18/2016
Page No : 1

Groups Printed- All Vehicles

	NC 86 Southbound					Waterstone Drive Westbound					NC 86 Northbound					Rippy Lane Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:30 AM	24	88	0	0	112	5	0	5	0	10	0	44	31	0	75	0	0	0	0	0	197
06:45 AM	16	86	0	0	102	3	0	4	0	7	0	57	40	0	97	0	0	0	0	0	206
Total	40	174	0	0	214	8	0	9	0	17	0	101	71	0	172	0	0	0	0	0	403
07:00 AM	17	110	0	0	127	17	0	10	0	27	0	56	34	0	90	0	0	1	0	1	245
07:15 AM	39	129	0	0	168	25	0	14	0	39	0	88	41	0	129	0	0	0	0	0	336
07:30 AM	68	178	0	0	246	23	0	30	0	53	0	147	44	0	191	1	0	0	0	1	491
07:45 AM	50	120	0	0	170	29	0	31	0	60	0	106	57	0	163	0	0	0	0	0	393
Total	174	537	0	0	711	94	0	85	0	179	0	397	176	0	573	1	0	1	0	2	1465
08:00 AM	52	172	0	0	224	25	0	48	0	73	0	123	46	0	169	0	0	0	0	0	466
08:15 AM	42	118	0	0	160	30	0	41	0	71	2	86	49	0	137	0	0	2	0	2	370
08:30 AM	44	163	0	0	207	22	0	21	0	43	0	134	45	0	179	1	0	0	0	1	430
08:45 AM	36	114	0	0	150	22	0	14	0	36	1	100	55	0	156	0	0	0	0	0	342
Total	174	567	0	0	741	99	0	124	0	223	3	443	195	0	641	1	0	2	0	3	1608
09:00 AM	23	99	0	0	122	22	0	23	0	45	0	85	31	0	116	0	0	1	0	1	284
09:15 AM	23	85	1	0	109	19	0	18	0	37	1	69	30	0	100	0	1	1	0	2	248
Total	46	184	1	0	231	41	0	41	0	82	1	154	61	0	216	0	1	2	0	3	532
03:30 PM	24	112	0	0	136	44	0	31	0	75	0	116	16	0	132	0	0	0	0	0	343
03:45 PM	16	106	0	0	122	34	1	42	0	77	0	126	21	0	147	0	0	0	0	0	346
Total	40	218	0	0	258	78	1	73	0	152	0	242	37	0	279	0	0	0	0	0	689
04:00 PM	23	100	1	0	124	31	1	36	0	68	1	98	23	0	122	0	0	2	0	2	316
04:15 PM	25	98	0	0	123	26	0	33	0	59	2	120	21	0	143	0	0	1	0	1	326
04:30 PM	29	118	0	0	147	57	0	57	0	114	1	151	30	0	182	0	0	1	0	1	444
04:45 PM	26	118	0	0	144	45	0	31	0	76	0	135	22	0	157	0	0	0	0	0	377
Total	103	434	1	0	538	159	1	157	0	317	4	504	96	0	604	0	0	4	0	4	1463
05:00 PM	28	94	0	0	122	44	0	25	0	69	0	92	21	0	113	0	0	0	0	0	304
05:15 PM	15	106	0	0	121	38	0	34	0	72	2	136	41	0	179	0	0	2	0	2	374
05:30 PM	38	106	1	0	145	56	0	53	0	109	0	140	41	0	181	0	0	0	0	0	435
05:45 PM	18	106	0	0	124	39	1	37	0	77	1	141	28	0	170	0	0	1	0	1	372
Total	99	412	1	0	512	177	1	149	0	327	3	509	131	0	643	0	0	3	0	3	1485
06:00 PM	25	106	0	0	131	35	0	36	0	71	1	150	20	0	171	0	0	0	0	0	373
06:15 PM	13	61	0	0	74	11	0	16	0	27	0	90	10	0	100	0	0	0	0	0	201
Grand Total	714	2693	3	0	3410	702	3	690	0	1395	12	2590	797	0	3399	2	1	12	0	15	8219
Apprch %	20.9	79	0.1	0		50.3	0.2	49.5	0		0.4	76.2	23.4	0		13.3	6.7	80	0		
Total %	8.7	32.8	0	0	41.5	8.5	0	8.4	0	17	0.1	31.5	9.7	0	41.4	0	0	0.1	0	0.2	

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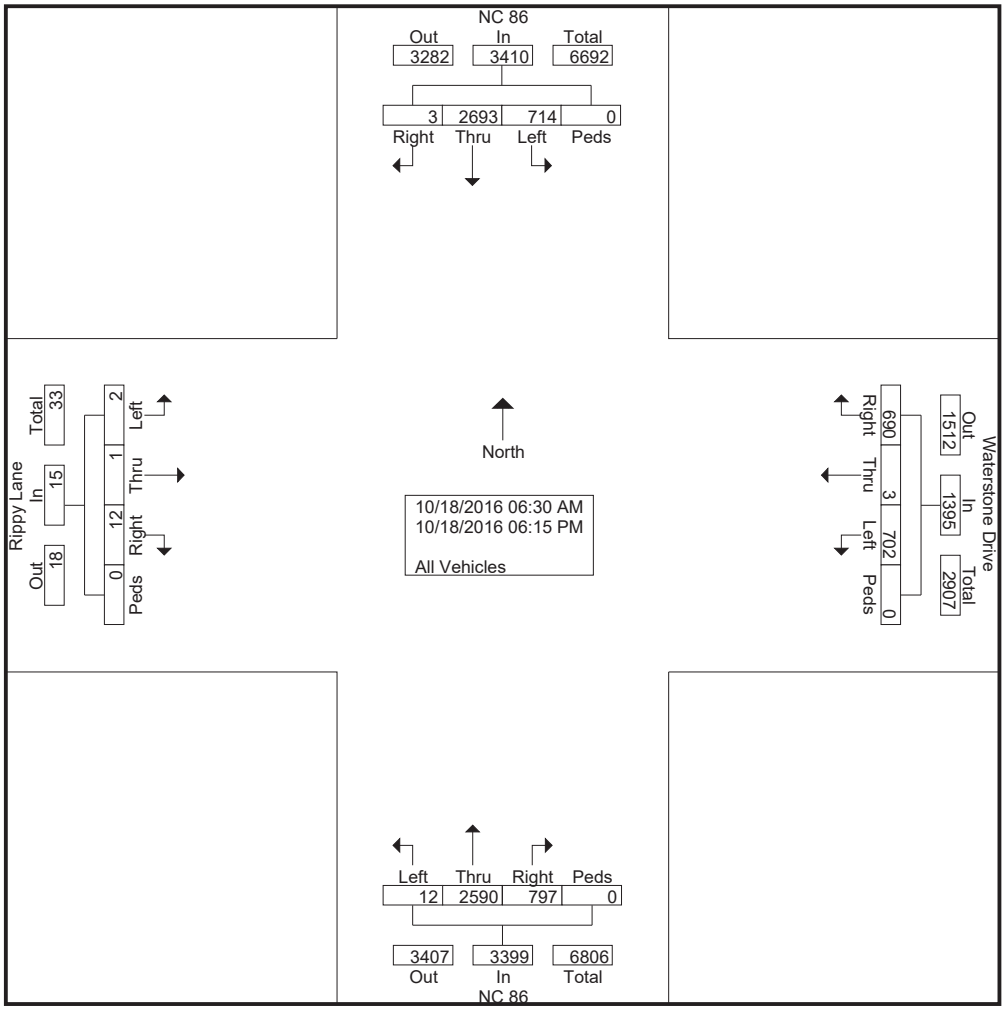
President: Benny R. Johnson

Waterstone Dr./Rippy Ln. @ Old NC 86
Div. 7, Hillsborough, Orange Co.
Weather: Sunny
Counted by: Joe Batts

File Name : Site 4 Totals
Site Code : Site 4
Start Date : 10/18/2016
Page No : 2



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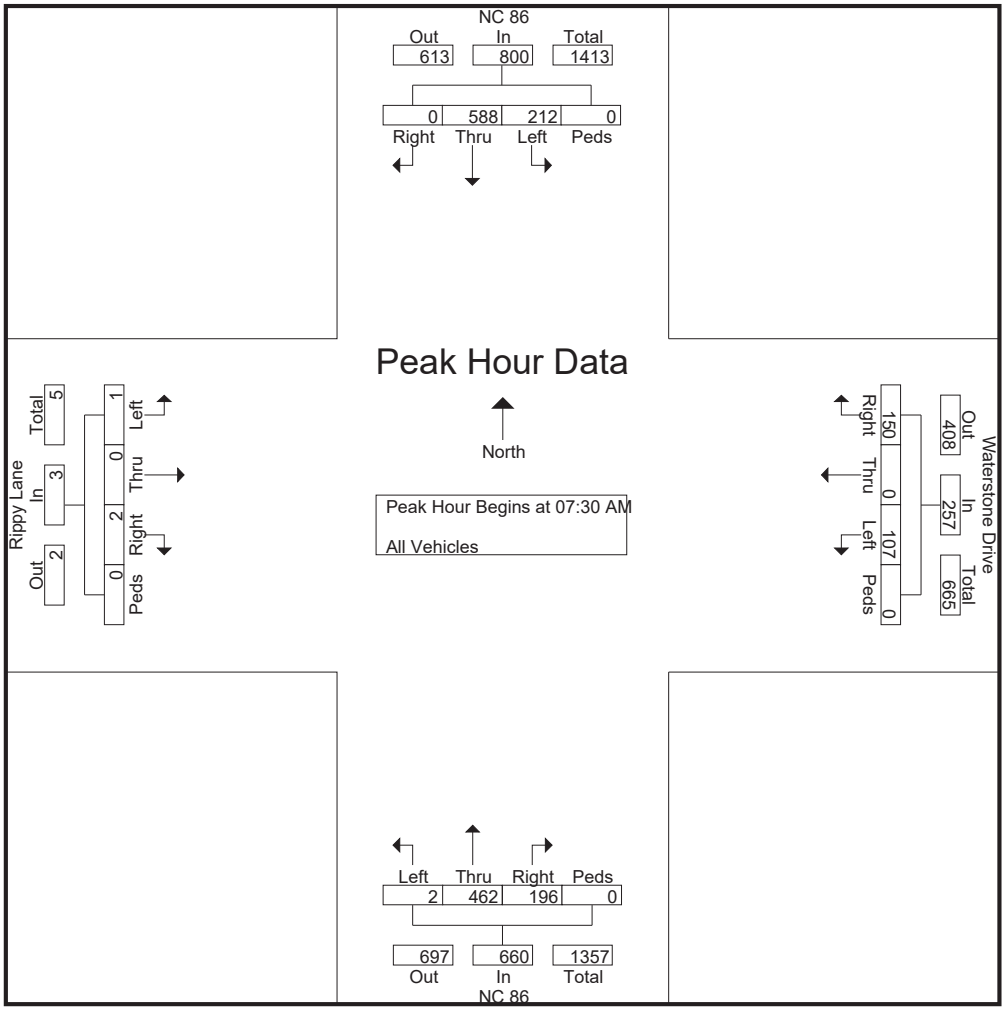
File Name : Site 4 Totals
Site Code : Site 4
Start Date : 10/18/2016
Page No : 3

	NC 86 Southbound					Waterstone Drive Westbound					NC 86 Northbound					Rippy Lane Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**68**	**178**	0	0	**246**	23	0	30	0	53	0	**147**	44	0	**191**	**1**	0	0	0	1	**491**
07:45 AM	50	120	0	0	170	29	0	31	0	60	0	106	**57**	0	163	0	0	0	0	0	393
08:00 AM	52	172	0	0	224	25	0	**48**	0	**73**	0	123	46	0	169	0	0	0	0	0	466
08:15 AM	42	118	0	0	160	**30**	0	41	0	71	**2**	86	49	0	137	0	0	**2**	0	**2**	370
Total Volume	212	588	0	0	800	107	0	150	0	257	2	462	196	0	660	1	0	2	0	3	1720
% App. Total	26.5	73.5	0	0		41.6	0	58.4	0		0.3	70	29.7	0		33.3	0	66.7	0		
PHF	.779	.826	.000	.000	.813	.892	.000	.781	.000	.880	.250	.786	.860	.000	.864	.250	.000	.250	.000	.375	.876



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File Name : Site 4 Totals
Site Code : Site 4
Start Date : 10/18/2016
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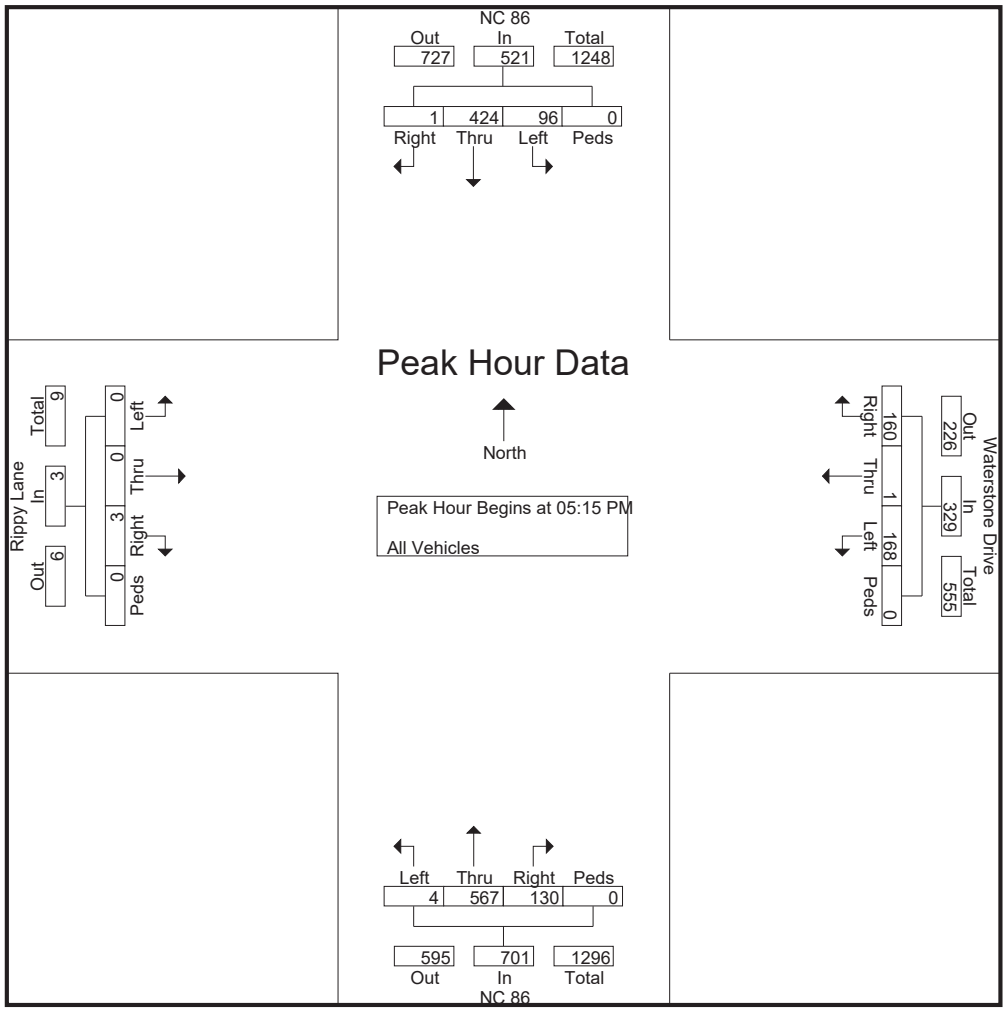
	NC 86 Southbound					Waterstone Drive Westbound					NC 86 Northbound					Rippy Lane Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	15	**106**	0	0	121	38	0	34	0	72	**2**	136	**41**	0	179	0	0	**2**	0	**2**	374
05:30 PM	**38**	106	**1**	0	**145**	**56**	0	**53**	0	**109**	0	140	41	0	**181**	0	0	0	0	0	**435**
05:45 PM	18	106	0	0	124	39	**1**	37	0	77	1	141	28	0	170	0	0	1	0	1	372
06:00 PM	25	106	0	0	131	35	0	36	0	71	1	**150**	20	0	171	0	0	0	0	0	373
Total Volume	96	424	1	0	521	168	1	160	0	329	4	567	130	0	701	0	0	3	0	3	1554
% App. Total	18.4	81.4	0.2	0		51.1	0.3	48.6	0		0.6	80.9	18.5	0		0	0	100	0		
PHF	.632	1.00	.250	.000	.898	.750	.250	.755	.000	.755	.500	.945	.793	.000	.968	.000	.000	.375	.000	.375	.893



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Southbound NC 86



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Westbound Waterstone Drive



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File Name : Site 4 Totals
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Start Date : 10/18/2016
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Northbound NC 86



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File Name : Site 4 Totals
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Eastbound Rippy Lane



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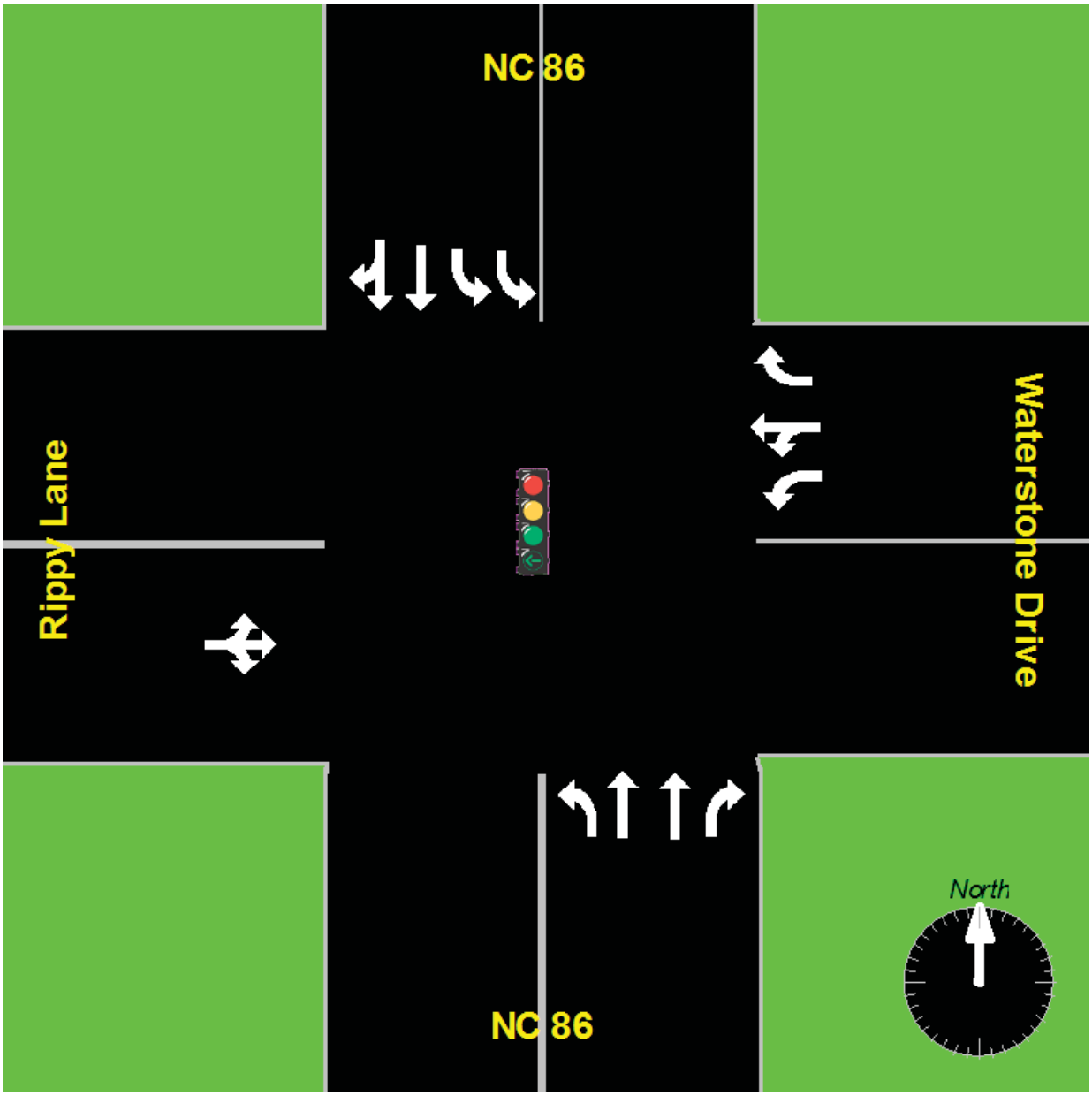
File Name : Site 4 Totals
Site Code : Site 4
Start Date : 10/18/2016
Page No : 9



Old NC 86 at
I-40 Westbound Ramps
Traffic Count

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GreenLight
Traffic Services, Inc.
Post Office 1364
Garner, North Carolina 27529-1364
919-632-1779
Benny R. Johnson, President

Count Site 3 Hillsborough

Intersection: Old NC 86 @ WB I-40 Ramp

Division: 07 **County**: Orange **City /Town**: Hillsborough

Date and Time of Count: 10/18/16 6:00am – 7:00pm

Counted by: Joe Batts **Processed By:** Joe Batts

School in Session: Yes **Weather Condition**: Sunny

Total Volume: 13,386

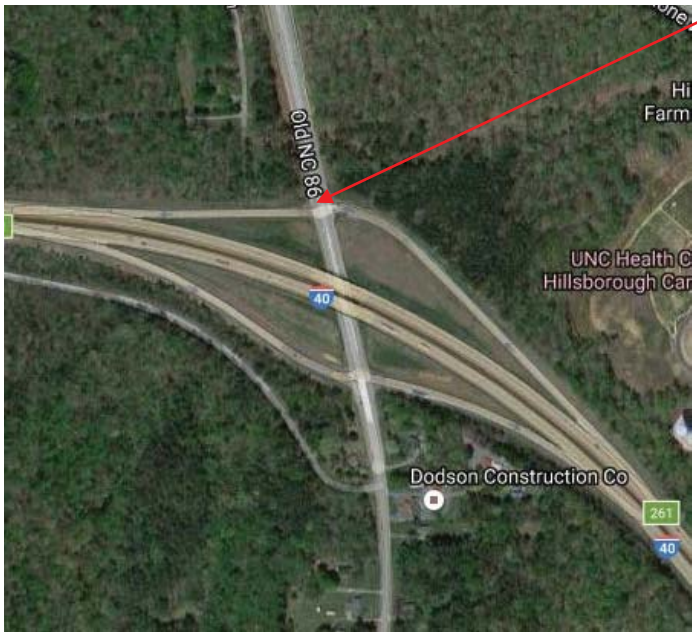
Method Used: JAMAR DB-400 Electronic Count Board **Equipment Operating Properly**: Yes

Type of Count: Turning Movement

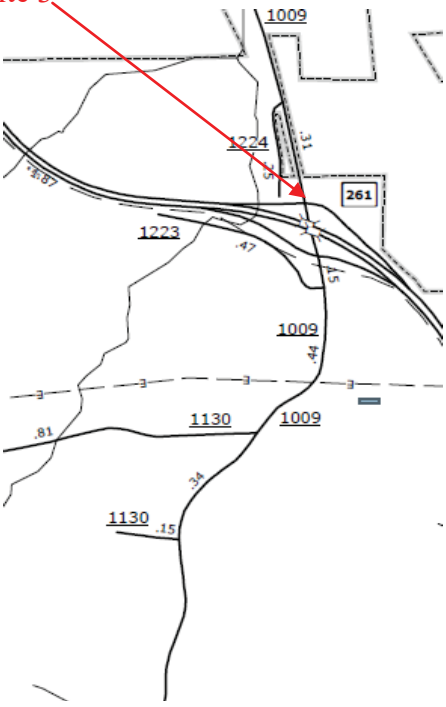
Area Lighting: None **Intersection controlled by:** Stop Sign

Construction Present: ☐ **Yes** ☒ **No** **Disabled Pedestrians Observed:** ☐ Yes ☒ No

Traffic Problem Observed: ☐ **Yes** ☒ **No** **If Yes Describe:** None



Site 3



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Old NC 86 @ WB I-40 Ramp
Div. 7, Hillsborough, Orange Co.
Weather: Sunny
Counted by: Joe Batts

File Name : Site 3
Site Code : Site 3
Start Date : 10/18/2016
Page No : 1

Groups Printed- All Vehicles

	NC 86 Southbound					WB I-40 Off Ramp Westbound					NC 86 Northbound					WB I-40 On Ramp Eastbound					
Start Time	X	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	X	Peds	App. Total	X	X	X	Peds	App. Total	Int. Total
06:00 AM	0	49	1	0	50	0	2	12	0	14	2	14	0	0	16	0	0	0	0	0	80
06:15 AM	0	77	0	0	77	0	0	27	0	27	1	11	0	0	12	0	0	0	0	0	116
06:30 AM	0	84	2	0	86	1	0	40	0	41	9	31	0	0	40	0	0	0	0	0	167
06:45 AM	0	89	3	0	92	2	0	75	0	77	4	36	0	0	40	0	0	0	0	0	209
Total	0	299	6	0	305	3	2	154	0	159	16	92	0	0	108	0	0	0	0	0	572
07:00 AM	0	122	10	0	132	1	3	43	0	47	9	44	0	0	53	0	0	0	0	0	232
07:15 AM	0	158	7	0	165	2	0	67	0	69	21	62	0	0	83	0	0	0	0	0	317
07:30 AM	0	177	8	0	185	4	1	83	0	88	11	69	0	0	80	0	0	0	0	0	353
07:45 AM	0	151	10	0	161	3	0	84	0	87	17	77	0	0	94	0	0	0	0	0	342
Total	0	608	35	0	643	10	4	277	0	291	58	252	0	0	310	0	0	0	0	0	1244
08:00 AM	0	179	10	0	189	8	0	60	0	68	21	85	0	0	106	0	0	0	0	0	363
08:15 AM	0	151	11	0	162	3	1	63	0	67	7	79	0	0	86	0	0	0	0	0	315
08:30 AM	0	159	6	0	165	4	1	85	0	90	8	69	0	0	77	0	0	0	0	0	332
08:45 AM	0	141	7	0	148	5	1	89	0	95	9	77	0	0	86	0	0	0	0	0	329
Total	0	630	34	0	664	20	3	297	0	320	45	310	0	0	355	0	0	0	0	0	1339
09:00 AM	0	117	5	0	122	7	0	68	0	75	2	56	0	0	58	0	0	0	0	0	255
09:15 AM	0	108	7	0	115	3	1	62	0	66	6	45	0	0	51	0	0	0	0	0	232
09:30 AM	0	119	9	0	128	4	0	76	0	80	5	43	0	0	48	0	0	0	0	0	256
09:45 AM	0	97	14	0	111	3	3	79	0	85	4	41	0	0	45	0	0	0	0	0	241
Total	0	441	35	0	476	17	4	285	0	306	17	185	0	0	202	0	0	0	0	0	984
10:00 AM	0	109	10	0	119	5	0	60	0	65	4	47	0	0	51	0	0	0	0	0	235
10:15 AM	0	73	13	0	86	2	1	57	0	60	2	27	0	0	29	0	0	0	0	0	175
10:30 AM	0	91	5	0	96	3	1	51	0	55	2	32	0	0	34	0	0	0	0	0	185
10:45 AM	0	93	9	0	102	2	0	64	0	66	4	34	0	0	38	0	0	0	0	0	206
Total	0	366	37	0	403	12	2	232	0	246	12	140	0	0	152	0	0	0	0	0	801
11:00 AM	0	95	10	0	105	2	0	63	0	65	2	31	0	0	33	0	0	0	0	0	203
11:15 AM	0	97	7	0	104	3	2	53	0	58	0	38	0	0	38	0	0	0	0	0	200
11:30 AM	0	94	11	0	105	7	0	68	0	75	7	35	0	0	42	0	0	0	0	0	222
11:45 AM	0	89	11	0	100	4	1	62	0	67	11	56	0	0	67	0	0	0	0	0	234
Total	0	375	39	0	414	16	3	246	0	265	20	160	0	0	180	0	0	0	0	0	859
12:00 PM	0	96	6	0	102	6	0	53	0	59	3	28	0	0	31	0	0	0	0	0	192
12:15 PM	0	96	4	0	100	7	1	65	0	73	7	26	0	0	33	0	0	0	0	0	206
12:30 PM	0	103	6	0	109	6	2	66	0	74	6	33	0	0	39	0	0	0	0	0	222
12:45 PM	0	168	8	0	176	16	11	76	0	103	17	74	0	0	91	0	0	0	0	0	370
Total	0	463	24	0	487	35	14	260	0	309	33	161	0	0	194	0	0	0	0	0	990
01:00 PM	0	93	14	0	107	2	1	47	0	50	5	34	0	0	39	0	0	0	0	0	196
01:15 PM	0	90	11	0	101	6	3	68	0	77	3	39	0	0	42	0	0	0	0	0	220
01:30 PM	0	102	12	0	114	5	1	85	0	91	4	48	0	0	52	0	0	0	0	0	257
01:45 PM	0	88	9	0	97	3	1	64	0	68	3	44	0	0	47	0	0	0	0	0	212
Total	0	373	46	0	419	16	6	264	0	286	15	165	0	0	180	0	0	0	0	0	885
02:00 PM	0	98	15	0	113	8	0	61	0	69	4	34	0	0	38	0	0	0	0	0	220
02:15 PM	0	111	11	0	122	9	0	76	0	85	5	33	0	0	38	0	0	0	0	0	245
02:30 PM	0	108	10	0	118	7	2	64	0	73	4	37	0	0	41	0	0	0	0	0	232
02:45 PM	0	102	9	0	111	8	1	68	0	77	6	44	0	0	50	0	0	0	0	0	238
Total	0	419	45	0	464	32	3	269	0	304	19	148	0	0	167	0	0	0	0	0	935
03:00 PM	0	122	10	0	132	5	0	70	0	75	5	59	0	0	64	0	0	0	0	0	271
03:15 PM	0	113	15	0	128	12	1	68	0	81	9	51	0	0	60	0	0	0	0	0	269
03:30 PM	0	133	19	0	152	7	0	79	0	86	7	51	0	0	58	0	0	0	0	0	296

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President: Benny R. Johnson

Old NC 86 @ WB I-40 Ramp
Div. 7, Hillsborough, Orange Co.
Weather: Sunny
Counted by: Joe Batts

File Name : Site 3
Site Code : Site 3
Start Date : 10/18/2016
Page No : 2

Groups Printed- All Vehicles

	NC 86 Southbound					WB I-40 Off Ramp Westbound					NC 86 Northbound					WB I-40 On Ramp Eastbound					
Start Time	X	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	X	Peds	App. Total	X	X	X	Peds	App. Total	Int. Total
03:45 PM	0	123	24	0	147	8	1	99	0	108	8	42	0	0	50	0	0	0	0	0	305
Total	0	491	68	0	559	32	2	316	0	350	29	203	0	0	232	0	0	0	0	0	1141
04:00 PM	0	114	16	0	130	6	2	59	0	67	16	59	0	0	75	0	0	0	0	0	272
04:15 PM	0	112	21	0	133	7	1	91	0	99	10	57	0	0	67	0	0	0	0	0	299
04:30 PM	0	133	38	0	171	7	0	88	0	95	17	61	0	0	78	0	0	0	0	0	344
04:45 PM	0	136	19	0	155	8	3	109	0	120	14	52	0	0	66	0	0	0	0	0	341
Total	0	495	94	0	589	28	6	347	0	381	57	229	0	0	286	0	0	0	0	0	1256
05:00 PM	0	131	16	0	147	9	1	110	0	120	21	57	0	0	78	0	0	0	0	0	345
05:15 PM	0	144	14	0	158	13	0	95	0	108	22	73	0	0	95	0	0	0	0	0	361
05:30 PM	0	133	25	0	158	9	1	91	0	101	19	74	0	0	93	0	0	0	0	0	352
05:45 PM	0	135	18	0	153	10	0	95	0	105	17	68	0	0	85	0	0	0	0	0	343
Total	0	543	73	0	616	41	2	391	0	434	79	272	0	0	351	0	0	0	0	0	1401
06:00 PM	0	118	16	0	134	12	0	79	0	91	9	53	0	0	62	0	0	0	0	0	287
06:15 PM	0	94	3	0	97	10	0	68	0	78	6	54	0	0	60	0	0	0	0	0	235
06:30 PM	0	97	9	0	106	8	0	68	0	76	4	42	0	0	46	0	0	0	0	0	228
06:45 PM	0	94	14	0	108	6	0	57	0	63	7	51	0	0	58	0	0	0	0	0	229
Total	0	403	42	0	445	36	0	272	0	308	26	200	0	0	226	0	0	0	0	0	979
Grand Total	0	5906	578	0	6484	298	51	3610	0	3959	426	2517	0	0	2943	0	0	0	0	0	13386
Apprch %	0	91.1	8.9	0		7.5	1.3	91.2	0		14.5	85.5	0	0		0	0	0	0		
Total %	0	44.1	4.3	0	48.4	2.2	0.4	27	0	29.6	3.2	18.8	0	0	22	0	0	0	0	0	

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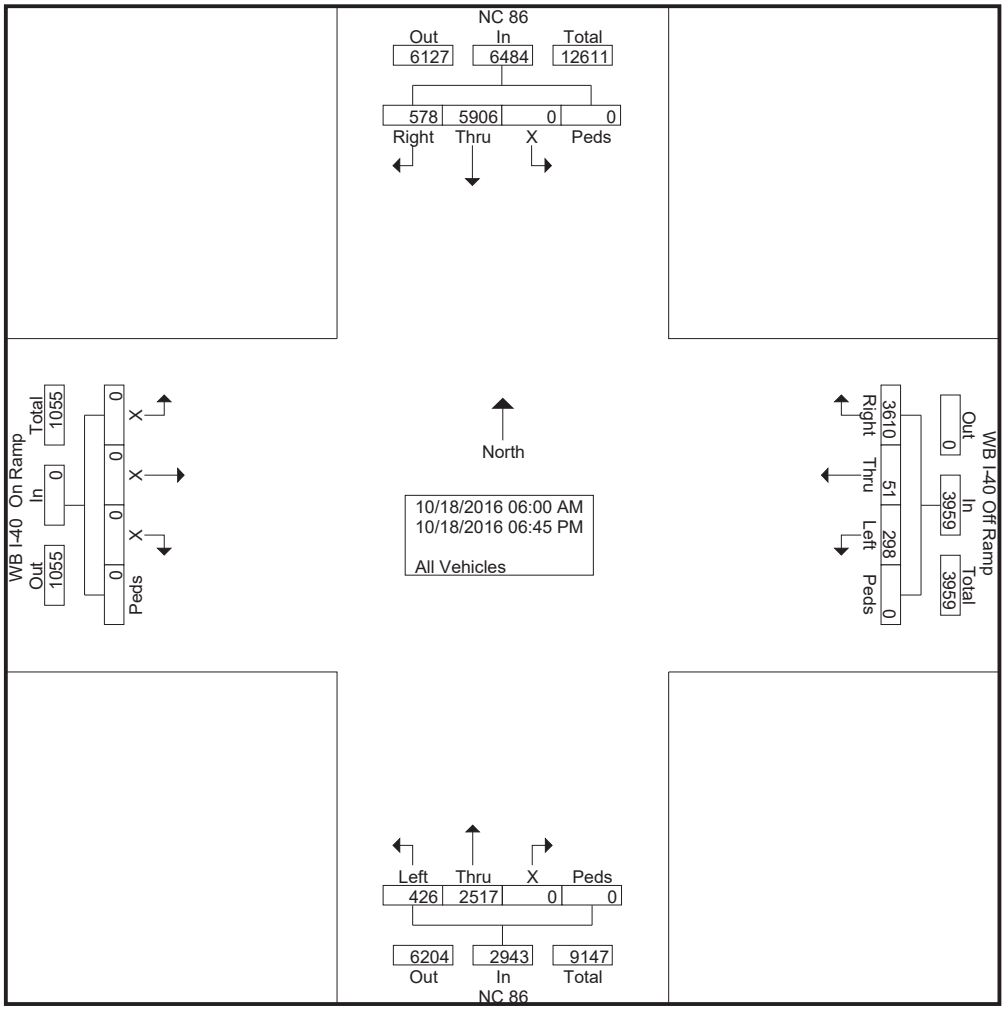

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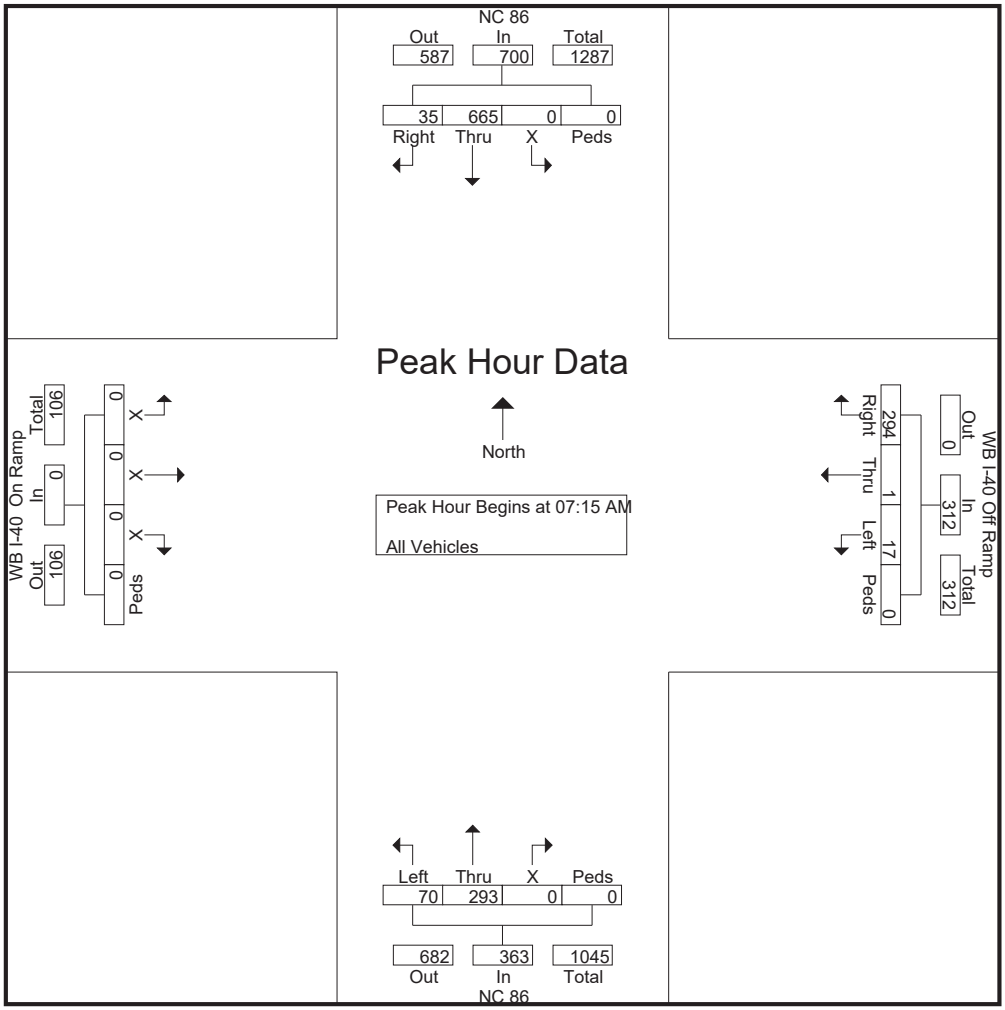
Start Time	X	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	X	Peds	App. Total	X	X	X	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	158	7	0	165	2	0	67	0	69	**21**	62	0	0	83	0	0	0	0	0	317
07:30 AM	0	177	8	0	185	4	**1**	83	0	**88**	11	69	0	0	80	0	0	0	0	0	353
07:45 AM	0	151	**10**	0	161	3	0	**84**	0	87	17	77	0	0	94	0	0	0	0	0	342
08:00 AM	0	**179**	10	0	**189**	**8**	0	60	0	68	21	**85**	0	0	**106**	0	0	0	0	0	**363**
Total Volume	0	665	35	0	700	17	1	294	0	312	70	293	0	0	363	0	0	0	0	0	1375
% App. Total	0	95	5	0		5.4	0.3	94.2	0		19.3	80.7	0	0		0	0	0	0		
PHF	.000	.929	.875	.000	.926	.531	.250	.875	.000	.886	.833	.862	.000	.000	.856	.000	.000	.000	.000	.000	.947



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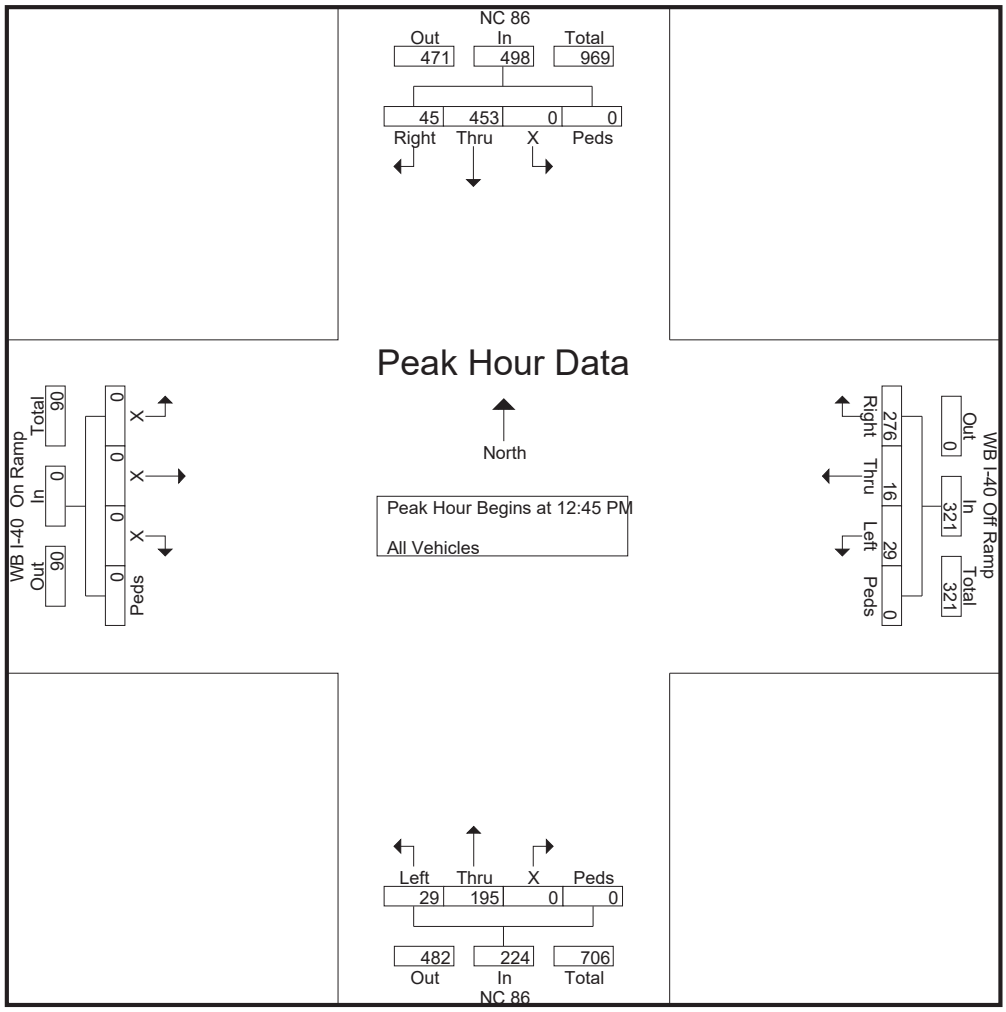
Div. 7, Hillsborough, Orange Co.
Weather: Sunny
Counted by: Joe Batts

File Name : Site 3
Site Code : Site 3
Start Date : 10/18/2016
Page No : 5

	NC 86 Southbound					WB I-40 Off Ramp Westbound					NC 86 Northbound					WB I-40 On Ramp Eastbound					
Start Time	X	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	X	Peds	App. Total	X	X	X	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	0	**168**	8	0	**176**	**16**	**11**	76	0	**103**	**17**	**74**	0	0	**91**	0	0	0	0	0	**370**
01:00 PM	0	93	**14**	0	107	2	1	47	0	50	5	34	0	0	39	0	0	0	0	0	196
01:15 PM	0	90	11	0	101	6	3	68	0	77	3	39	0	0	42	0	0	0	0	0	220
01:30 PM	0	102	12	0	114	5	1	**85**	0	91	4	48	0	0	52	0	0	0	0	0	257
Total Volume	0	453	45	0	498	29	16	276	0	321	29	195	0	0	224	0	0	0	0	0	1043
% App. Total	0	91	9	0		9	5	86	0		12.9	87.1	0	0		0	0	0	0		
PHF	.000	.674	.804	.000	.707	.453	.364	.812	.000	.779	.426	.659	.000	.000	.615	.000	.000	.000	.000	.000	.705



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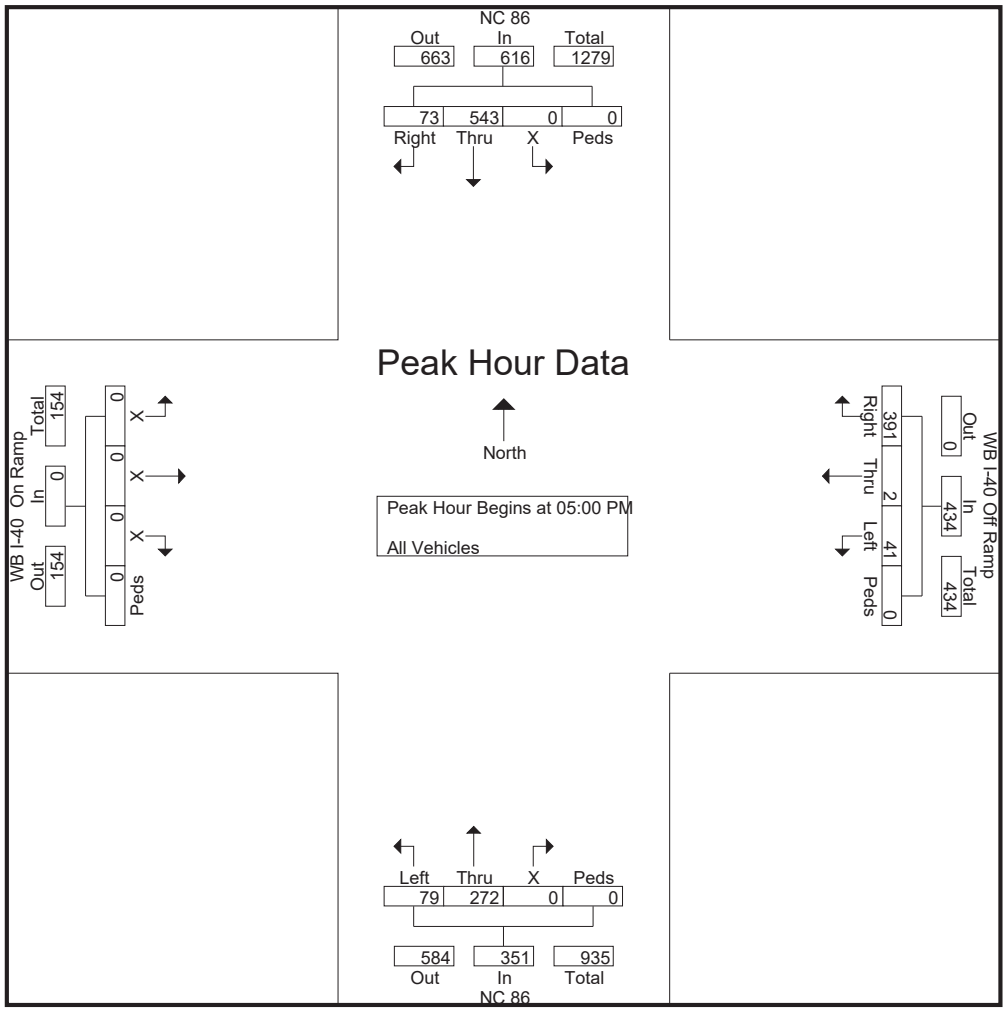
President: Benny R. Johnson

Old NC 86 @ WB I-40 Ramp
Div. 7, Hillsborough, Orange Co.
Weather: Sunny
Counted by: Joe Batts

File Name : Site 3
Site Code : Site 3
Start Date : 10/18/2016
Page No : 6

	NC 86 Southbound					WB I-40 Off Ramp Westbound					NC 86 Northbound					WB I-40 On Ramp Eastbound					
Start Time	X	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	X	Peds	App. Total	X	X	X	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	131	16	0	147	9	**1**	**110**	0	**120**	21	57	0	0	78	0	0	0	0	0	345
05:15 PM	0	**144**	14	0	**158**	**13**	0	95	0	108	**22**	73	0	0	**95**	0	0	0	0	0	**361**
05:30 PM	0	133	**25**	0	158	9	1	91	0	101	19	**74**	0	0	93	0	0	0	0	0	352
05:45 PM	0	135	18	0	153	10	0	95	0	105	17	68	0	0	85	0	0	0	0	0	343
Total Volume	0	543	73	0	616	41	2	391	0	434	79	272	0	0	351	0	0	0	0	0	1401
% App. Total	0	88.1	11.9	0		9.4	0.5	90.1	0		22.5	77.5	0	0		0	0	0	0		
PHF	.000	.943	.730	.000	.975	.788	.500	.889	.000	.904	.898	.919	.000	.000	.924	.000	.000	.000	.000	.000	.970



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File Name : Site 3
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Southbound NC 86



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File Name : Site 3
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Westbound I-40 On Ramp



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Old NC 86 @ WB I-40 Ramp
Div. 7, Hillsborough, Orange Co.
Weather: Sunny
Counted by: Joe Batts

File Name : Site 3
Site Code : Site 3
Start Date : 10/18/2016
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Northbound NC 86



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Old NC 86 @ WB I-40 Ramp
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File Name : Site 3
Site Code : Site 3
Start Date : 10/18/2016
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Westbound I-40 Off Ramp



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Old NC 86 @ WB I-40 Ramp
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Weather: Sunny
Counted by: Joe Batts

File Name : Site 3
Site Code : Site 3
Start Date : 10/18/2016
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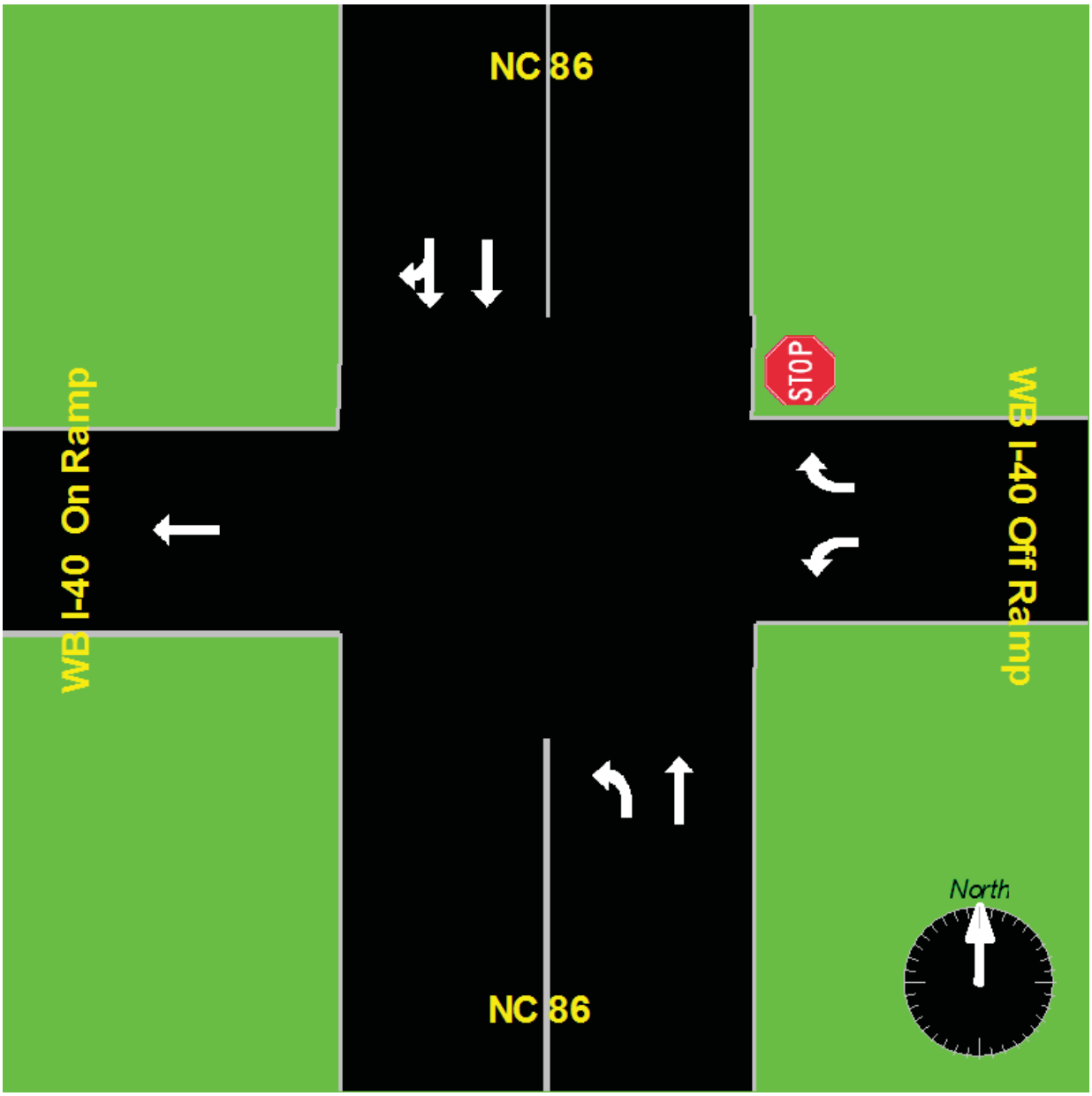

Old NC 86 at
I-40 Eastbound Ramps
Traffic Count

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Traffic Services, Inc.
Post Office 1364
Garner, North Carolina 27529-1364
919-632-1779
Benny R. Johnson, President

Count Site 2 Hillsborough

Intersection: Old NC 86 @ EB I-40 Ramp

Division: 07 **County**: Orange **City /Town**: Hillsborough

Date and Time of Count: 10/18/16 6:00am – 7:00pm

Counted by: Joe Batts **Processed By:** Joe Batts

School in Session: Yes **Weather Condition**: Sunny

Total Volume: 10,124

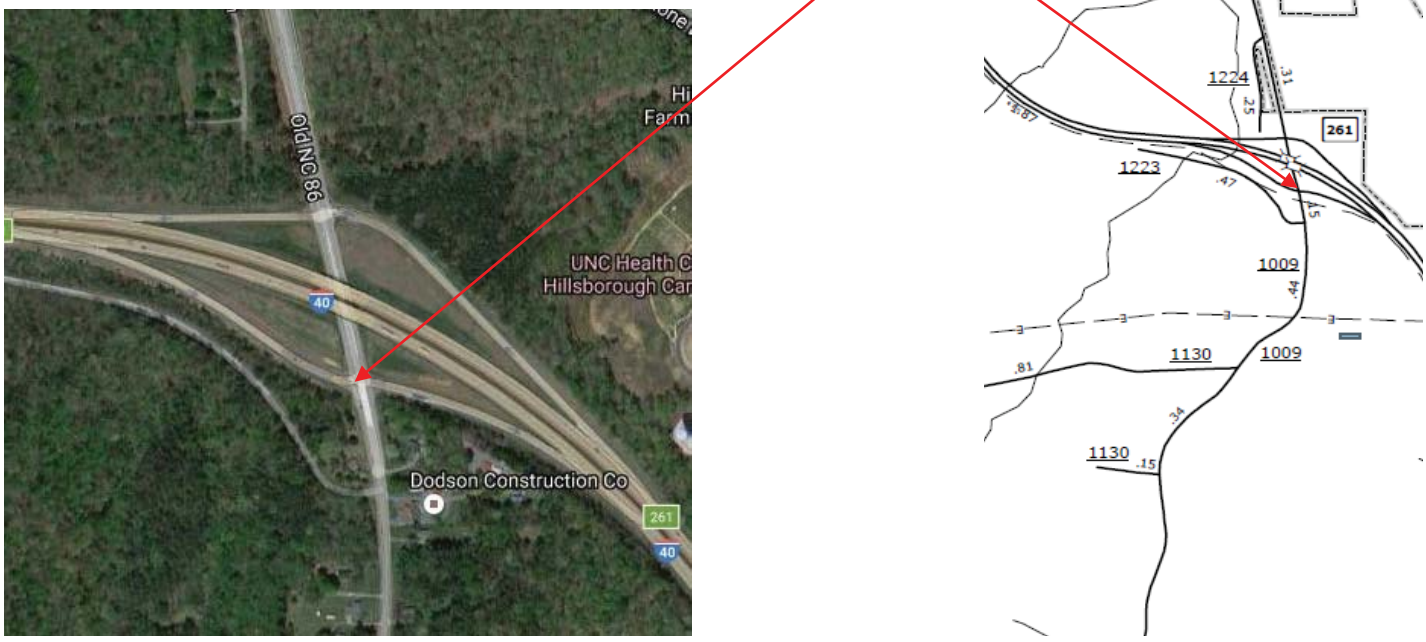
Method Used: JAMAR DB-400 Electronic Count Board **Equipment Operating Properly**: Yes

Type of Count: Turning Movement

Area Lighting: None **Intersection controlled by:** Traffic Signal

Construction Present: ☐ **Yes** ☒ **No** **Disabled Pedestrians Observed:** ☐ Yes ☒ No

Traffic Problem Observed: ☐ **Yes** ☒ **No** **If Yes Describe:** None



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Old NC 86 @ EB I-40 Ramp
Div. 7, Hillsborough, Orange Co.
Weather: Sunny
Counted by: Joe Batts

File Name : Site 2
Site Code : Site 2
Start Date : 10/18/2016
Page No : 1

Groups Printed- All Vehicles

	NC 86 Southbound					EB I-40 On Ramp Westbound					NC 86 Northbound					EB I-40 Off Ramp Eastbound					
Start Time	Left	Thru	X	Peds	App. Total	X	X	X	Peds	App. Total	X	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	39	8	0	0	47	0	0	0	0	0	0	11	4	0	15	9	3	5	0	17	79
06:15 AM	65	13	0	0	78	0	0	0	0	0	0	8	3	0	11	4	2	10	0	16	105
06:30 AM	61	16	0	0	77	0	0	0	0	0	0	28	10	0	38	12	2	5	0	19	134
06:45 AM	70	22	0	0	92	0	0	0	0	0	0	28	10	0	38	13	0	13	0	26	156
Total	235	59	0	0	294	0	0	0	0	0	0	75	27	0	102	38	7	33	0	78	474
07:00 AM	88	32	0	0	120	0	0	0	0	0	0	40	11	0	51	17	0	19	0	36	207
07:15 AM	114	52	0	0	166	0	0	0	0	0	0	67	16	0	83	19	1	24	0	44	293
07:30 AM	111	54	0	0	165	0	0	0	0	0	0	74	25	0	99	11	0	22	0	33	297
07:45 AM	118	42	0	0	160	0	0	0	0	0	0	78	16	0	94	21	0	17	0	38	292
Total	431	180	0	0	611	0	0	0	0	0	0	259	68	0	327	68	1	82	0	151	1089
08:00 AM	138	59	0	0	197	0	0	0	0	0	0	80	15	0	95	23	0	22	0	45	337
08:15 AM	107	53	0	0	160	0	0	0	0	0	0	69	15	0	84	13	1	14	0	28	272
08:30 AM	123	39	0	0	162	0	0	0	0	0	0	60	15	0	75	17	2	14	0	33	270
08:45 AM	113	43	0	0	156	0	0	0	0	0	0	67	17	0	84	22	1	10	0	33	273
Total	481	194	0	0	675	0	0	0	0	0	0	276	62	0	338	75	4	60	0	139	1152
09:00 AM	91	34	0	0	125	0	0	0	0	0	0	54	6	0	60	8	1	7	0	16	201
09:15 AM	82	32	0	0	114	0	0	0	0	0	0	46	7	0	53	7	2	5	0	14	181
09:30 AM	80	48	0	0	128	0	0	0	0	0	0	47	8	0	55	5	0	4	0	9	192
09:45 AM	62	30	0	0	92	0	0	0	0	0	0	43	5	0	48	4	0	3	0	7	147
Total	315	144	0	0	459	0	0	0	0	0	0	190	26	0	216	24	3	19	0	46	721
10:00 AM	91	28	0	0	119	0	0	0	0	0	0	46	6	0	52	6	0	8	0	14	185
10:15 AM	43	23	0	0	66	0	0	0	0	0	0	22	3	0	25	5	1	1	0	7	98
10:30 AM	69	29	0	0	98	0	0	0	0	0	0	32	1	0	33	5	0	3	0	8	139
10:45 AM	67	27	0	0	94	0	0	0	0	0	0	37	6	0	43	7	1	3	0	11	148
Total	270	107	0	0	377	0	0	0	0	0	0	137	16	0	153	23	2	15	0	40	570
11:00 AM	65	27	0	0	92	0	0	0	0	0	0	27	6	0	33	7	1	4	0	12	137
11:15 AM	70	31	0	0	101	0	0	0	0	0	0	38	5	0	43	6	1	4	0	11	155
11:30 AM	79	25	0	0	104	0	0	0	0	0	0	36	5	0	41	7	2	4	0	13	158
11:45 AM	65	31	0	0	96	0	0	0	0	0	0	58	6	0	64	11	2	5	0	18	178
Total	279	114	0	0	393	0	0	0	0	0	0	159	22	0	181	31	6	17	0	54	628
12:00 PM	66	38	0	0	104	0	0	0	0	0	0	25	6	0	31	2	0	4	0	6	141
12:15 PM	68	40	0	0	108	0	0	0	0	0	0	28	6	0	34	8	0	4	0	12	154
12:30 PM	76	34	0	0	110	0	0	0	0	0	0	39	2	0	41	6	1	2	0	9	160
12:45 PM	132	76	0	0	208	0	0	0	0	0	0	77	6	0	83	21	3	11	0	35	326
Total	342	188	0	0	530	0	0	0	0	0	0	169	20	0	189	37	4	21	0	62	781
01:00 PM	67	25	0	0	92	0	0	0	0	0	0	34	2	0	36	6	0	3	0	9	137
01:15 PM	65	30	0	0	95	0	0	0	0	0	0	37	2	0	39	10	0	4	0	14	148
01:30 PM	70	38	0	0	108	0	0	0	0	0	0	43	5	0	48	7	2	7	0	16	172
01:45 PM	68	25	0	0	93	0	0	0	0	0	0	37	0	0	37	10	2	4	0	16	146
Total	270	118	0	0	388	0	0	0	0	0	0	151	9	0	160	33	4	18	0	55	603
02:00 PM	77	32	0	0	109	0	0	0	0	0	0	34	4	0	38	5	1	1	0	7	154
02:15 PM	79	44	0	0	123	0	0	0	0	0	0	34	4	0	38	8	0	11	0	19	180
02:30 PM	80	39	0	0	119	0	0	0	0	0	0	36	10	0	46	4	2	5	0	11	176
02:45 PM	72	38	0	0	110	0	0	0	0	0	0	42	3	0	45	9	3	4	0	16	171
Total	308	153	0	0	461	0	0	0	0	0	0	146	21	0	167	26	6	21	0	53	681
03:00 PM	75	51	0	0	126	0	0	0	0	0	0	53	5	0	58	15	2	7	0	24	208
03:15 PM	70	51	0	0	121	0	0	0	0	0	0	53	2	0	55	10	1	10	0	21	197
03:30 PM	81	57	0	0	138	0	0	0	0	0	0	47	4	0	51	12	3	4	0	19	208

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Old NC 86 @ EB I-40 Ramp
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Weather: Sunny
Counted by: Joe Batts

File Name : Site 2
Site Code : Site 2
Start Date : 10/18/2016
Page No : 2

Groups Printed- All Vehicles

	NC 86 Southbound					EB I-40 On Ramp Westbound					NC 86 Northbound					EB I-40 Off Ramp Eastbound					
Start Time	Left	Thru	X	Peds	App. Total	X	X	X	Peds	App. Total	X	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	81	53	0	0	134	0	0	0	0	0	0	44	2	0	46	7	1	9	0	17	197
Total	307	212	0	0	519	0	0	0	0	0	0	197	13	0	210	44	7	30	0	81	810
04:00 PM	77	46	0	0	123	0	0	0	0	0	0	63	6	0	69	11	2	6	0	19	211
04:15 PM	70	50	0	0	120	0	0	0	0	0	0	62	7	0	69	5	1	7	0	13	202
04:30 PM	80	50	0	0	130	0	0	0	0	0	0	74	4	0	78	9	0	5	0	14	222
04:45 PM	68	53	0	0	121	0	0	0	0	0	0	62	3	0	65	9	0	12	0	21	207
Total	295	199	0	0	494	0	0	0	0	0	0	261	20	0	281	34	3	30	0	67	842
05:00 PM	85	77	0	0	162	0	0	0	0	0	0	73	6	0	79	3	2	10	0	15	256
05:15 PM	88	84	0	0	172	0	0	0	0	0	0	86	4	0	90	14	0	10	0	24	286
05:30 PM	67	71	0	0	138	0	0	0	0	0	0	83	4	0	87	11	0	11	0	22	247
05:45 PM	87	67	0	0	154	0	0	0	0	0	0	72	5	0	77	10	1	10	0	21	252
Total	327	299	0	0	626	0	0	0	0	0	0	314	19	0	333	38	3	41	0	82	1041
06:00 PM	57	56	0	0	113	0	0	0	0	0	0	55	7	0	62	13	1	19	0	33	208
06:15 PM	80	38	0	0	118	0	0	0	0	0	0	53	5	0	58	9	1	6	0	16	192
06:30 PM	66	40	0	0	106	0	0	0	0	0	0	43	2	0	45	4	0	4	0	8	159
06:45 PM	64	33	0	0	97	0	0	0	0	0	0	55	9	0	64	2	0	10	0	12	173
Total	267	167	0	0	434	0	0	0	0	0	0	206	23	0	229	28	2	39	0	69	732
Grand Total	4127	2134	0	0	6261	0	0	0	0	0	0	2540	346	0	2886	499	52	426	0	977	10124
Apprch %	65.9	34.1	0	0		0	0	0	0		0	88	12	0		51.1	5.3	43.6	0		
Total %	40.8	21.1	0	0	61.8	0	0	0	0	0	0	25.1	3.4	0	28.5	4.9	0.5	4.2	0	9.7	

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Weather: Sunny
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File Name : Site 2
Site Code : Site 2
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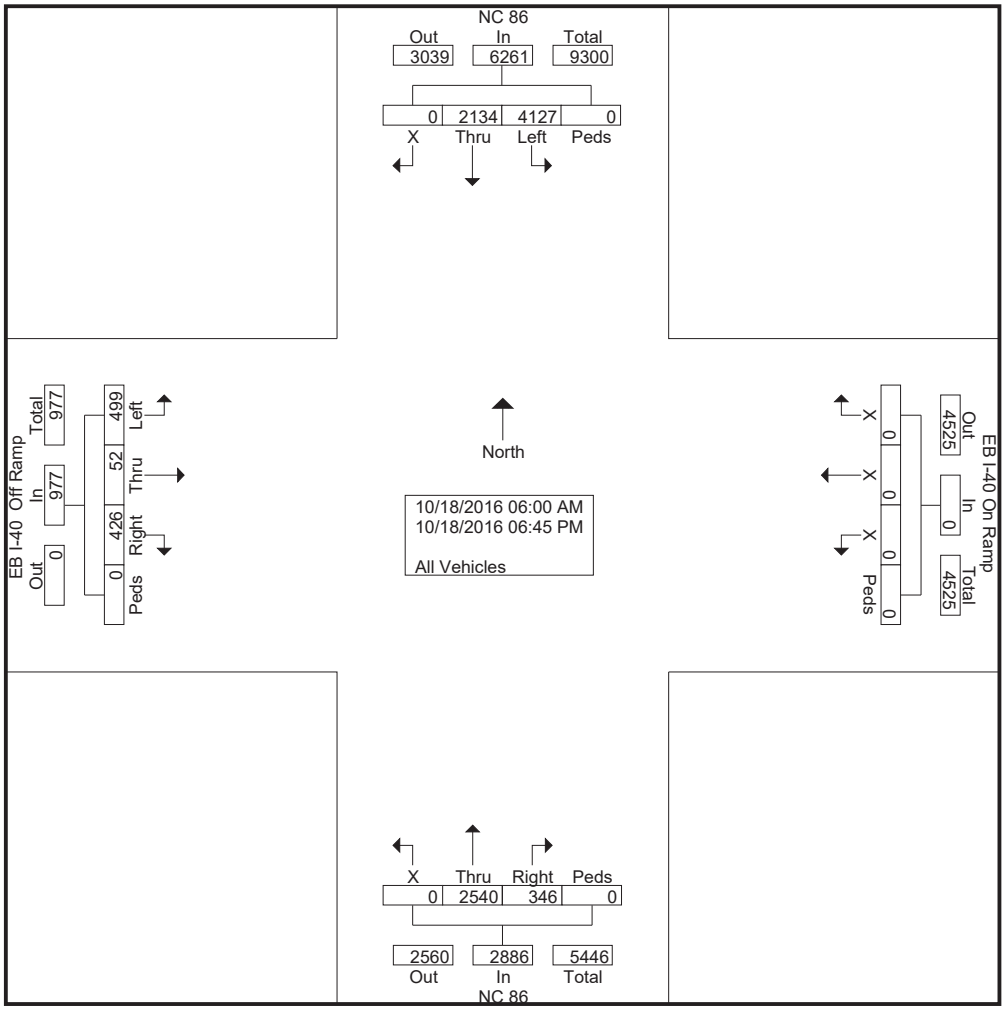

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File Name : Site 2
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Start Date : 10/18/2016
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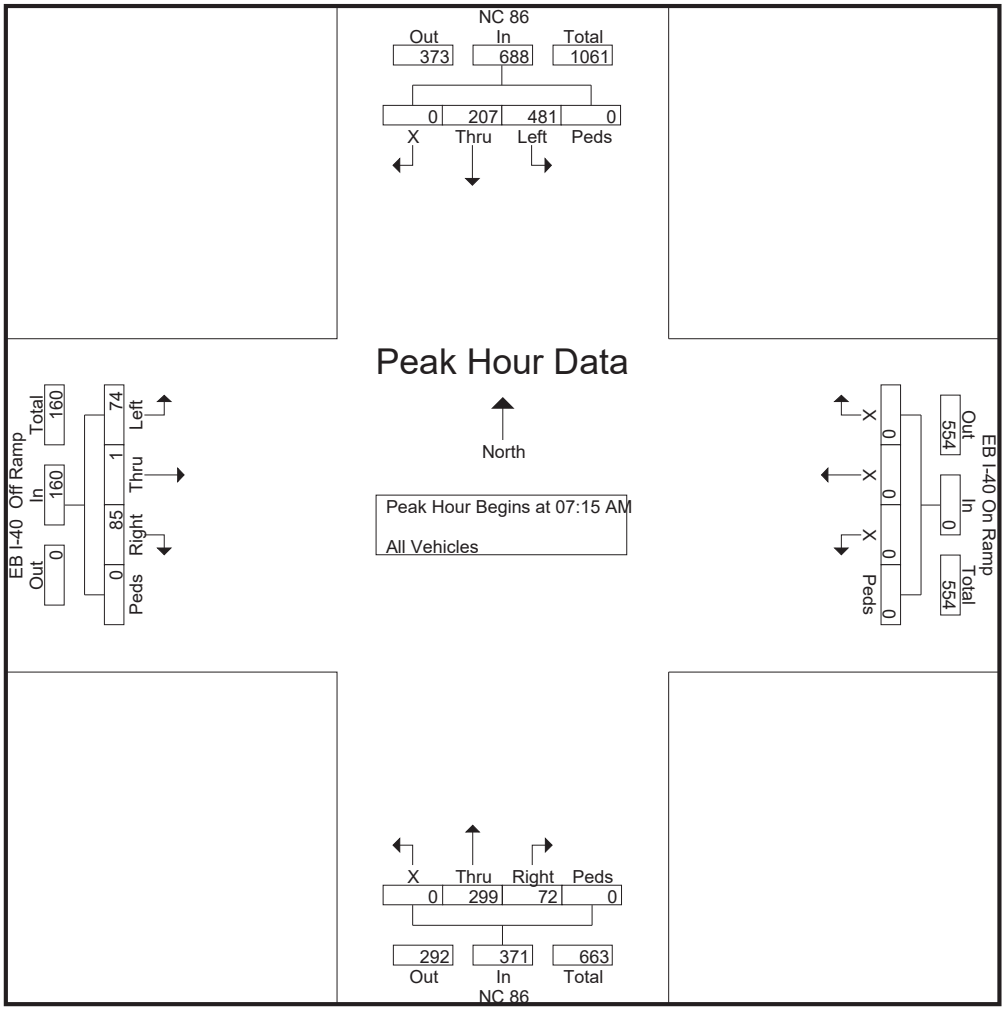
	NC 86 Southbound					EB I-40 On Ramp Westbound					NC 86 Northbound					EB I-40 Off Ramp Eastbound					
Start Time	Left	Thru	X	Peds	App. Total	X	X	X	Peds	App. Total	X	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	114	52	0	0	166	0	0	0	0	0	0	67	16	0	83	19	**1**	**24**	0	44	293
07:30 AM	111	54	0	0	165	0	0	0	0	0	0	74	**25**	0	**99**	11	0	22	0	33	297
07:45 AM	118	42	0	0	160	0	0	0	0	0	0	78	16	0	94	21	0	17	0	38	292
08:00 AM	**138**	**59**	0	0	**197**	0	0	0	0	0	0	**80**	15	0	95	**23**	0	22	0	**45**	**337**
Total Volume	481	207	0	0	688	0	0	0	0	0	0	299	72	0	371	74	1	85	0	160	1219
% App. Total	69.9	30.1	0	0		0	0	0	0		0	80.6	19.4	0		46.2	0.6	53.1	0		
PHF	.871	.877	.000	.000	.873	.000	.000	.000	.000	.000	.000	.934	.720	.000	.937	.804	.250	.885	.000	.889	.904



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File Name : Site 2
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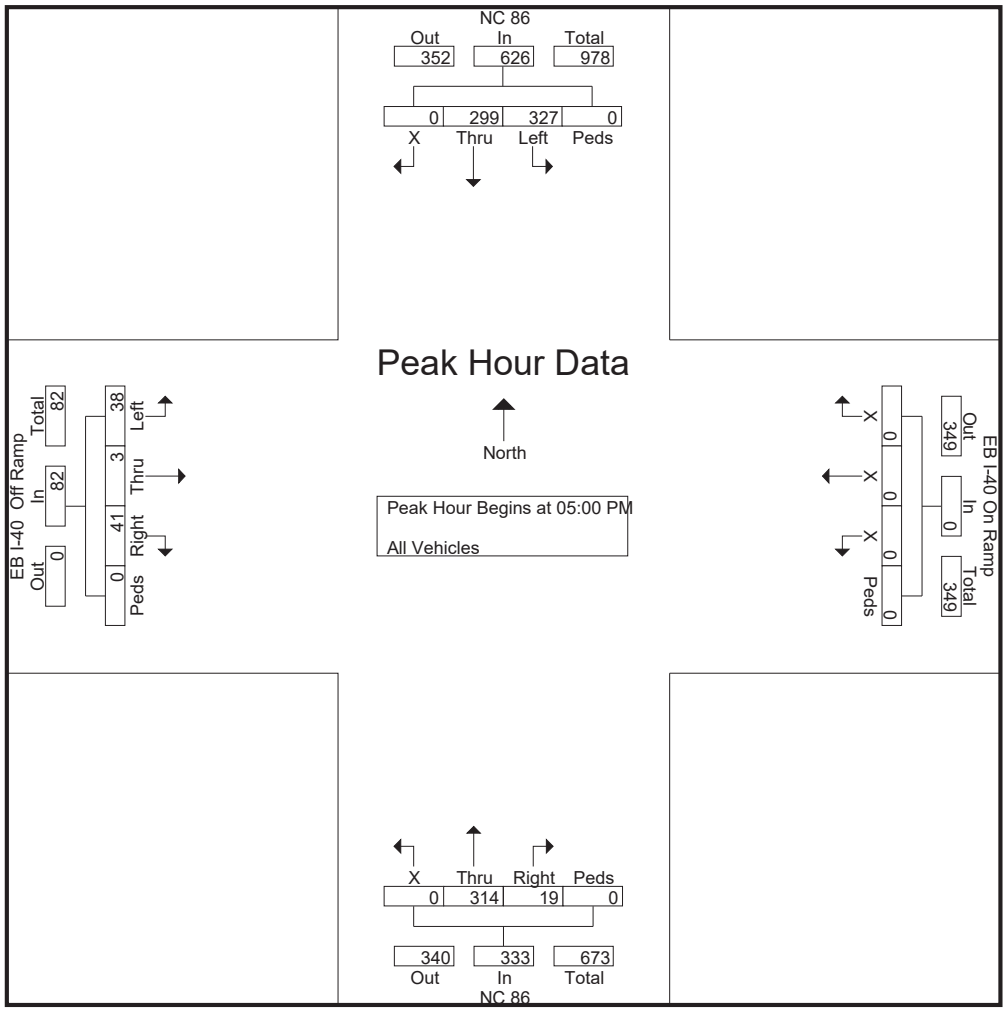
Start Date : 10/18/2016
Page No : 5

	NC 86 Southbound					EB I-40 On Ramp Westbound					NC 86 Northbound					EB I-40 Off Ramp Eastbound					
Start Time	Left	Thru	X	Peds	App. Total	X	X	X	Peds	App. Total	X	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	85	77	0	0	162	0	0	0	0	0	0	73	**6**	0	79	3	**2**	10	0	15	256
05:15 PM	**88**	**84**	0	0	**172**	0	0	0	0	0	0	**86**	4	0	**90**	**14**	0	10	0	**24**	**286**
05:30 PM	67	71	0	0	138	0	0	0	0	0	0	83	4	0	87	11	0	**11**	0	22	247
05:45 PM	87	67	0	0	154	0	0	0	0	0	0	72	5	0	77	10	1	10	0	21	252
Total Volume	327	299	0	0	626	0	0	0	0	0	0	314	19	0	333	38	3	41	0	82	1041
% App. Total	52.2	47.8	0	0		0	0	0	0		0	94.3	5.7	0		46.3	3.7	50	0		
PHF	.929	.890	.000	.000	.910	.000	.000	.000	.000	.000	.000	.913	.792	.000	.925	.679	.375	.932	.000	.854	.910



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President: Benny R. Johnson

Old NC 86 @ EB I-40 Ramp
Div. 7, Hillsborough, Orange Co.
Weather: Sunny
Counted by: Joe Batts

File Name : Site 2
Site Code : Site 2
Start Date : 10/18/2016
Page No : 6

Southbound NC 86



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Eastbound I-40 On Ramp



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Counted by: Joe Batts

File Name : Site 2
Site Code : Site 2
Start Date : 10/18/2016
Page No : 8

Northbound NC 86



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Weather: Sunny
Counted by: Joe Batts

File Name : Site 2
Site Code : Site 2
Start Date : 10/18/2016
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Eastbound I-40 Off Ramp



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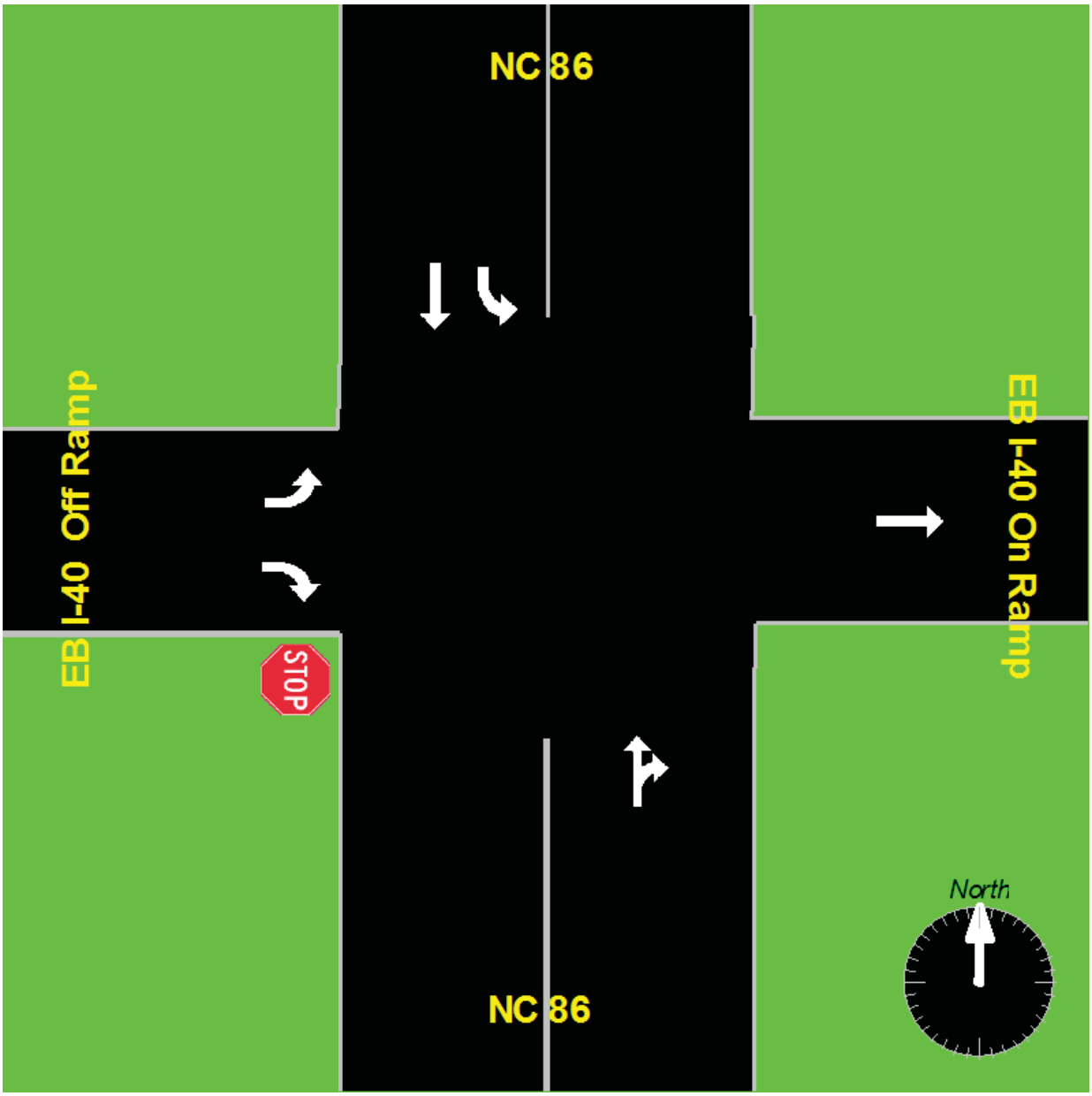
Weather: Sunny
Counted by: Joe Batts

File Name : Site 2
Site Code : Site 2
Start Date : 10/18/2016
Page No : 10



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Old NC 86 at
Davis Road
Traffic Count

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GreenLight
Traffic Services, Inc.
Post Office 1364
Garner, North Carolina 27529-1364
919-632-1779
Benny R. Johnson, President

Count Site 1 Hillsborough

Intersection: Davis Road @ Old NC 86

Division: 07 **County**: Orange **City /Town**: Hillsborough

Date and Time of Count: 10/18/16 6:30am – 9:30am; 3:30am - 6:30pm

Counted by: Joe Batts **Processed By:** Joe Batts

School in Session: Yes **Weather Condition**: Sunny

Total Volume: 3,366

Method Used: JAMAR DB-400 Electronic Count Board **Equipment Operating Properly**: Yes

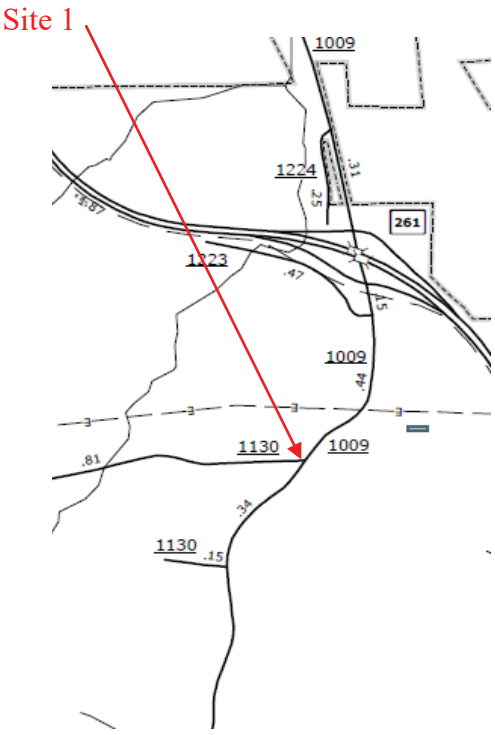
Type of Count: Turning Movement

Area Lighting: None **Intersection controlled by:** Stop Sign

Construction Present: ☐ **Yes** ☒ **No** **Disabled Pedestrians Observed:** ☐ Yes ☒ No

Traffic Problem Observed: ☐ **Yes** ☒ **No** **If Yes Describe:** None





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Davis Rd. @ Old NC 86
Div. 7, Hillsborough, Orange Co.
Weather: Sunny
Counted by: Joe Batts

File Name : Site 1 Totals
Site Code : Site 1
Start Date : 10/18/2016
Page No : 1

Groups Printed- All Vehicles

	NC 86 Southbound					Westbound					NC 86 Northbound					Davis Road Eastbound					
Start Time	X	Thru	Right	Peds	App. Total	X	X	X	Peds	App. Total	Left	Thru	X	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:30 AM	0	25	0	0	25	0	0	0	0	0	0	26	0	0	26	18	0	3	0	21	72
06:45 AM	0	39	2	0	41	0	0	0	0	0	0	23	0	0	23	16	0	1	0	17	81
Total	0	64	2	0	66	0	0	0	0	0	0	49	0	0	49	34	0	4	0	38	153
07:00 AM	0	58	3	0	61	0	0	0	0	0	1	34	0	0	35	28	0	2	0	30	126
07:15 AM	0	49	8	0	57	0	0	0	0	0	1	52	0	0	53	19	0	2	0	21	131
07:30 AM	0	73	6	0	79	0	0	0	0	0	4	60	0	0	64	38	0	4	0	42	185
07:45 AM	0	55	12	0	67	0	0	0	0	0	10	65	0	0	75	30	0	5	0	35	177
Total	0	235	29	0	264	0	0	0	0	0	16	211	0	0	227	115	0	13	0	128	619
08:00 AM	0	59	18	0	77	0	0	0	0	0	7	53	0	0	60	40	0	6	0	46	183
08:15 AM	0	53	13	0	66	0	0	0	0	0	5	59	0	0	64	38	0	2	0	40	170
08:30 AM	0	46	8	0	54	0	0	0	0	0	3	48	0	0	51	32	0	2	0	34	139
08:45 AM	0	60	7	0	67	0	0	0	0	0	4	65	0	0	69	25	0	8	0	33	169
Total	0	218	46	0	264	0	0	0	0	0	19	225	0	0	244	135	0	18	0	153	661
09:00 AM	0	23	4	0	27	0	0	0	0	0	2	24	0	0	26	11	0	3	0	14	67
09:15 AM	0	33	17	0	50	0	0	0	0	0	1	44	0	0	45	15	0	5	0	20	115
Total	0	56	21	0	77	0	0	0	0	0	3	68	0	0	71	26	0	8	0	34	182
03:30 PM	0	48	17	0	65	0	0	0	0	0	2	48	0	0	50	8	0	2	0	10	125
03:45 PM	0	41	23	0	64	0	0	0	0	0	6	48	0	0	54	9	0	0	0	9	127
Total	0	89	40	0	129	0	0	0	0	0	8	96	0	0	104	17	0	2	0	19	252
04:00 PM	0	28	14	0	42	0	0	0	0	0	2	43	0	0	45	12	0	6	0	18	105
04:15 PM	0	42	22	0	64	0	0	0	0	0	1	53	0	0	54	18	0	5	0	23	141
04:30 PM	0	43	17	0	60	0	0	0	0	0	0	54	0	0	54	18	0	3	0	21	135
04:45 PM	0	41	26	0	67	0	0	0	0	0	2	61	0	0	63	7	0	5	0	12	142
Total	0	154	79	0	233	0	0	0	0	0	5	211	0	0	216	55	0	19	0	74	523
05:00 PM	0	60	31	0	91	0	0	0	0	0	5	67	0	0	72	11	0	8	0	19	182
05:15 PM	0	61	35	0	96	0	0	0	0	0	12	74	0	0	86	15	0	4	0	19	201
05:30 PM	0	70	39	0	109	0	0	0	0	0	13	69	0	0	82	28	0	10	0	38	229
05:45 PM	0	52	21	0	73	0	0	0	0	0	8	71	0	0	79	8	0	3	0	11	163
Total	0	243	126	0	369	0	0	0	0	0	38	281	0	0	319	62	0	25	0	87	775
06:00 PM	0	29	18	0	47	0	0	0	0	0	5	27	0	0	32	10	0	5	0	15	94
06:15 PM	0	23	25	0	48	0	0	0	0	0	2	49	0	0	51	6	0	2	0	8	107
Grand Total	0	1111	386	0	1497	0	0	0	0	0	96	1217	0	0	1313	460	0	96	0	556	3366
Apprch %	0	74.2	25.8	0		0	0	0	0		7.3	92.7	0	0		82.7	0	17.3	0		
Total %	0	33	11.5	0	44.5	0	0	0	0	0	2.9	36.2	0	0	39	13.7	0	2.9	0	16.5	

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Davis Rd. @ Old NC 86
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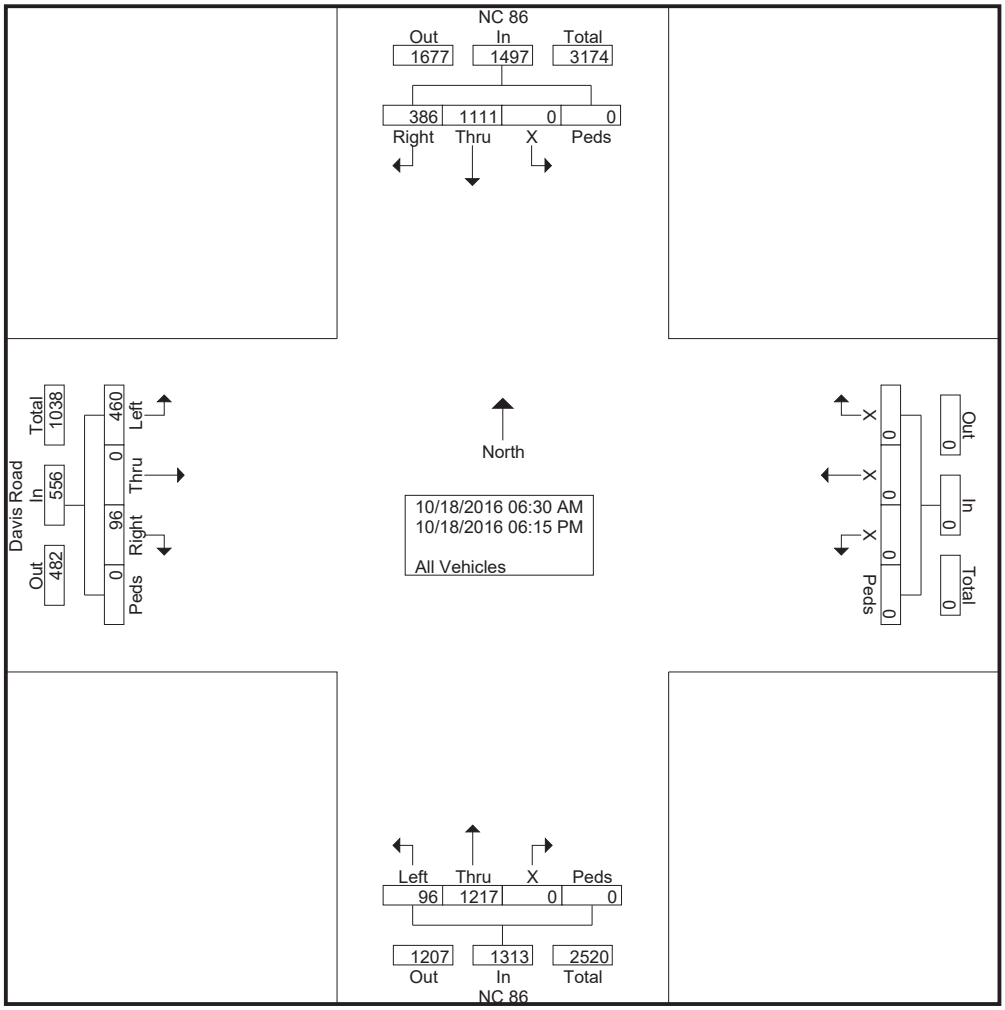
Weather: Sunny
Counted by: Joe Batts

File Name : Site 1 Totals
Site Code : Site 1
Start Date : 10/18/2016
Page No : 2



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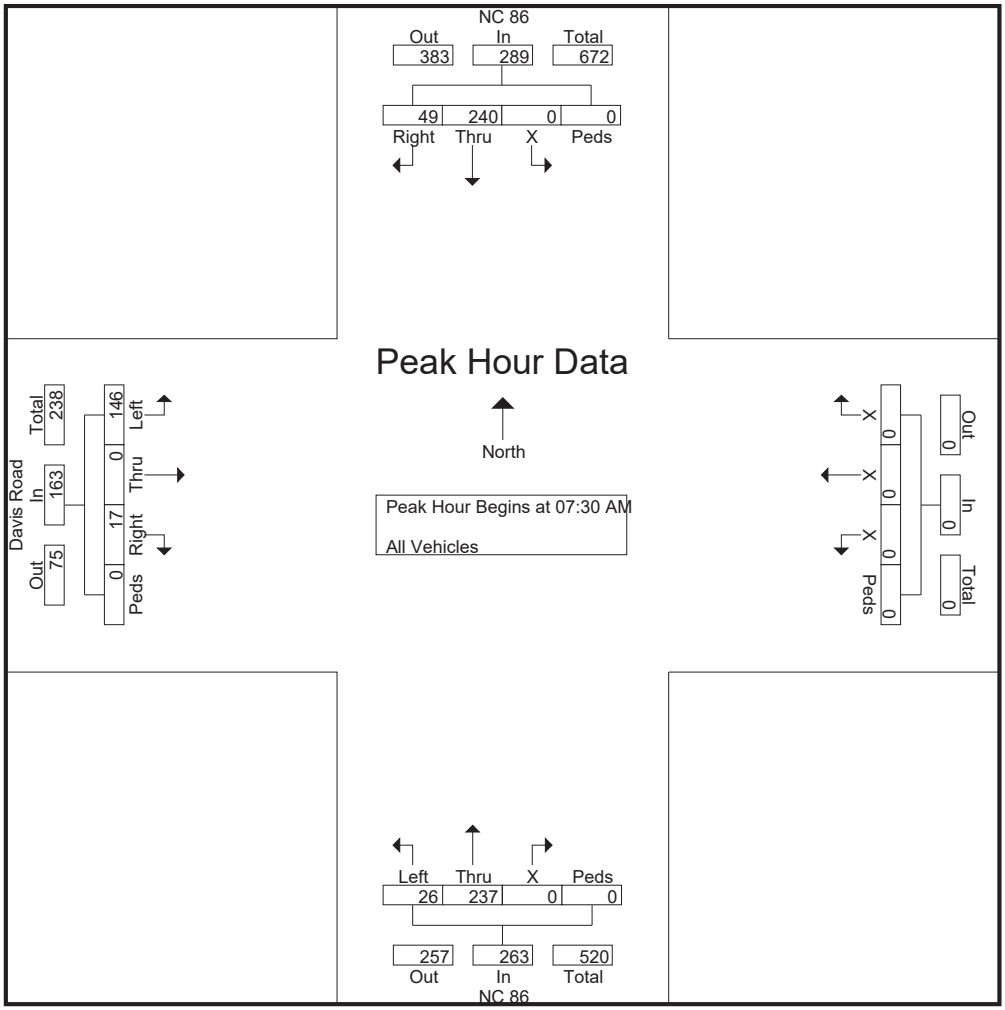
File Name : Site 1 Totals
Site Code : Site 1
Start Date : 10/18/2016
Page No : 3

	NC 86 Southbound					Westbound					NC 86 Northbound					Davis Road Eastbound					
Start Time	X	Thru	Right	Peds	App. Total	X	X	X	Peds	App. Total	Left	Thru	X	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**73**	6	0	**79**	0	0	0	0	0	4	60	0	0	64	38	0	4	0	42	**185**
07:45 AM	0	55	12	0	67	0	0	0	0	0	**10**	**65**	0	0	**75**	30	0	5	0	35	177
08:00 AM	0	59	**18**	0	77	0	0	0	0	0	7	53	0	0	60	**40**	0	**6**	0	**46**	183
08:15 AM	0	53	13	0	66	0	0	0	0	0	5	59	0	0	64	38	0	2	0	40	170
Total Volume	0	240	49	0	289	0	0	0	0	0	26	237	0	0	263	146	0	17	0	163	715
% App. Total	0	83	17	0		0	0	0	0		9.9	90.1	0	0		89.6	0	10.4	0		
PHF	.000	.822	.681	.000	.915	.000	.000	.000	.000	.000	.650	.912	.000	.000	.877	.913	.000	.708	.000	.886	.966



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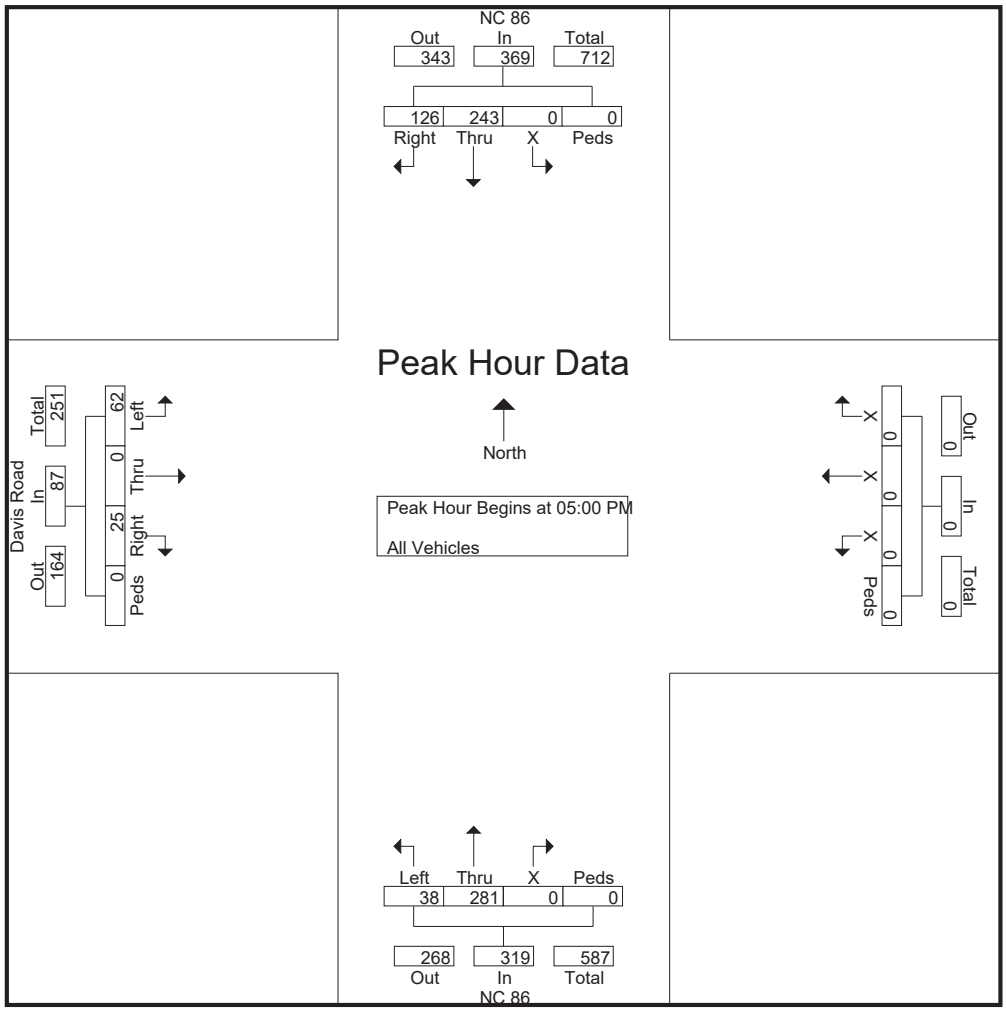
File Name : Site 1 Totals
Site Code : Site 1
Start Date : 10/18/2016
Page No : 4

	NC 86 Southbound					Westbound					NC 86 Northbound					Davis Road Eastbound					
Start Time	X	Thru	Right	Peds	App. Total	X	X	X	Peds	App. Total	Left	Thru	X	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	60	31	0	91	0	0	0	0	0	5	67	0	0	72	11	0	8	0	19	182
05:15 PM	0	61	35	0	96	0	0	0	0	0	12	**74**	0	0	**86**	15	0	4	0	19	201
05:30 PM	0	**70**	**39**	0	**109**	0	0	0	0	0	**13**	69	0	0	82	**28**	0	**10**	0	**38**	**229**
05:45 PM	0	52	21	0	73	0	0	0	0	0	8	71	0	0	79	8	0	3	0	11	163
Total Volume	0	243	126	0	369	0	0	0	0	0	38	281	0	0	319	62	0	25	0	87	775
% App. Total	0	65.9	34.1	0		0	0	0	0		11.9	88.1	0	0		71.3	0	28.7	0		
PHF	.000	.868	.808	.000	.846	.000	.000	.000	.000	.000	.731	.949	.000	.000	.927	.554	.000	.625	.000	.572	.846



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Southbound NC 86



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File Name : Site 1 Totals
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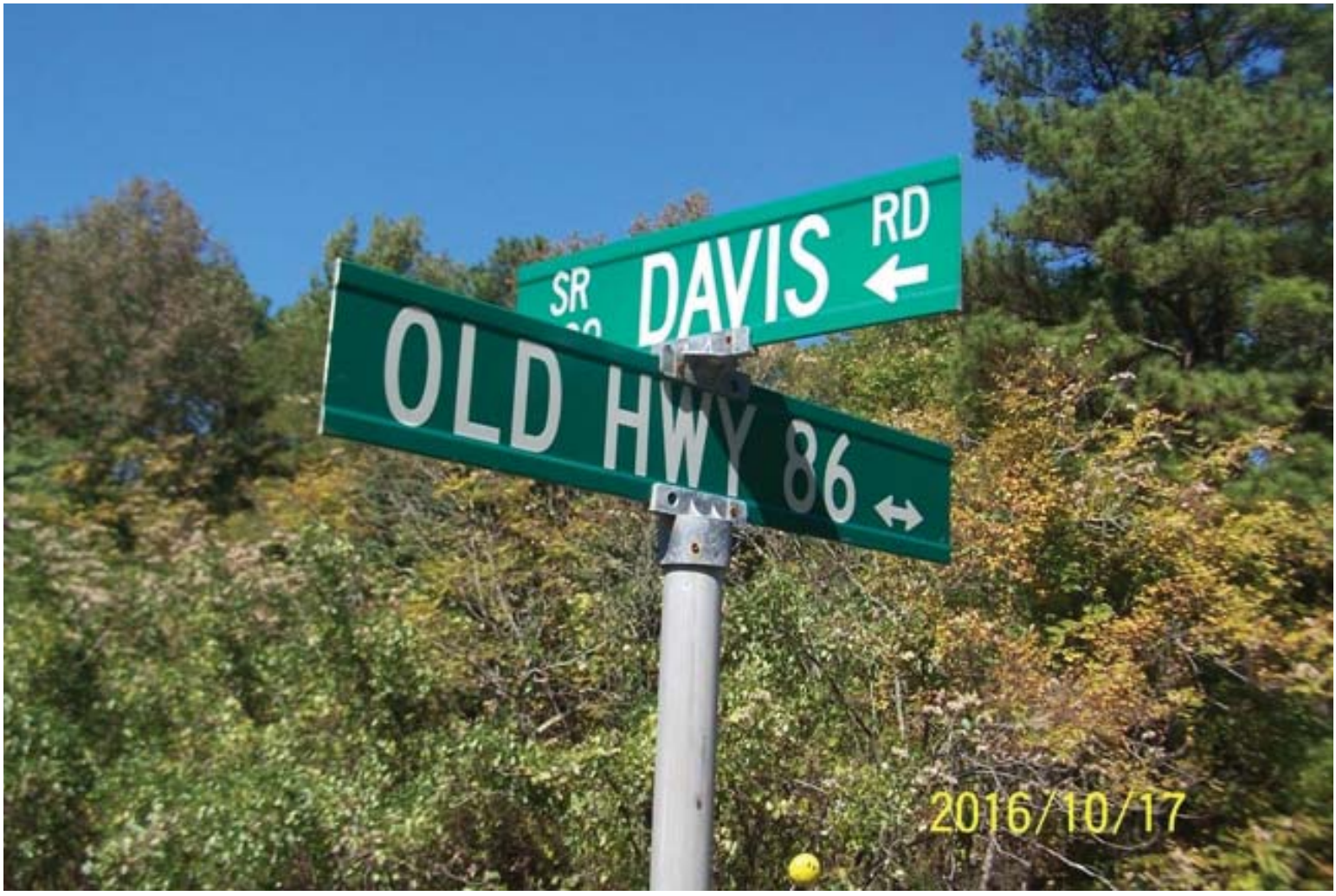
T-Intersection



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Northbound NC 86



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File Name : Site 1 Totals
Site Code : Site 1
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Eastbound Davis Road



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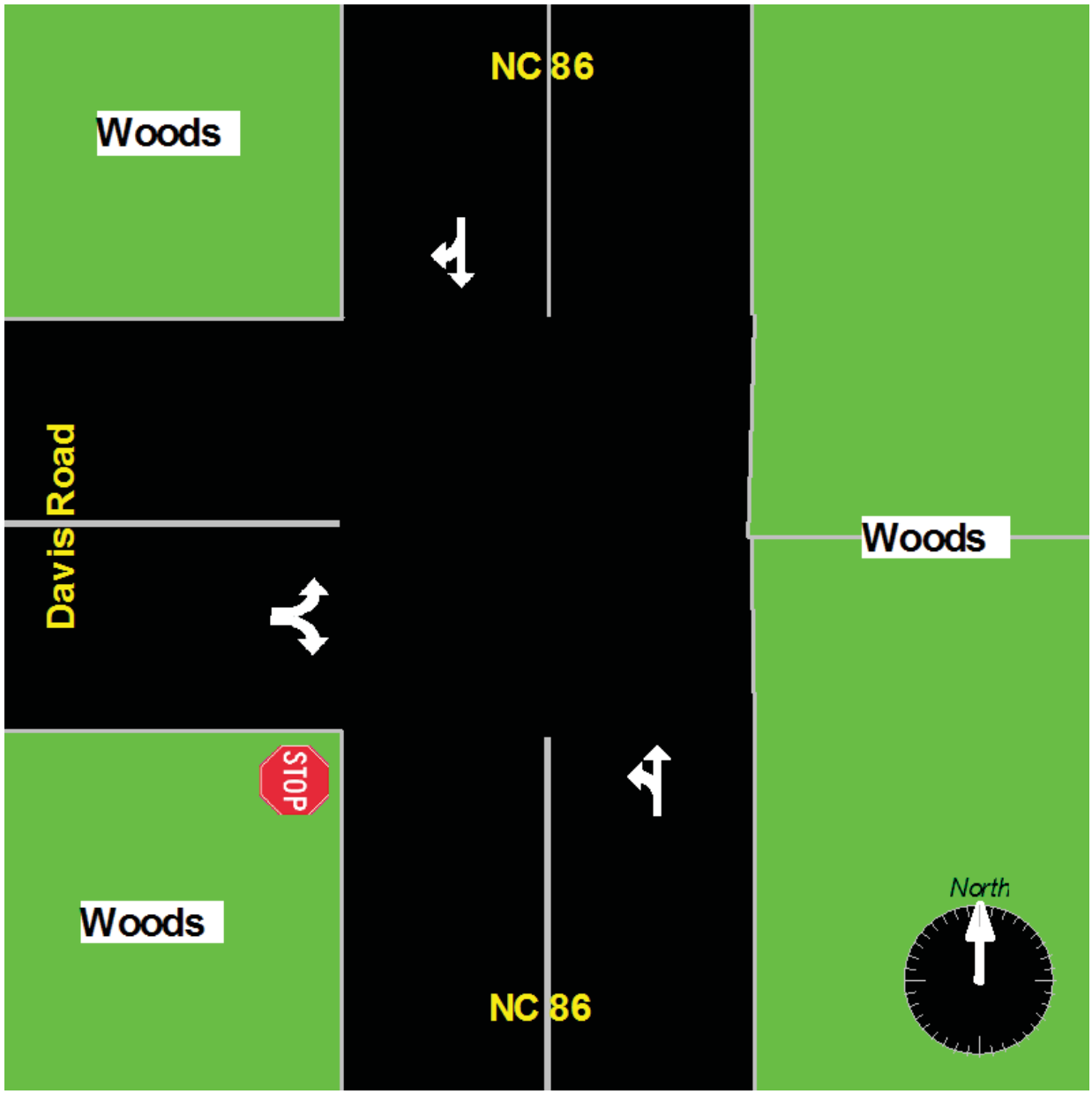
File Name : Site 1 Totals
Site Code : Site 1
Start Date : 10/18/2016
Page No : 9



2016 Existing
Peak Hour Volumes
Figure 3

Turning Movement
(##) Intersection Number
AM Peak Hour Volumes
(###) PM Peak Hour Volumes

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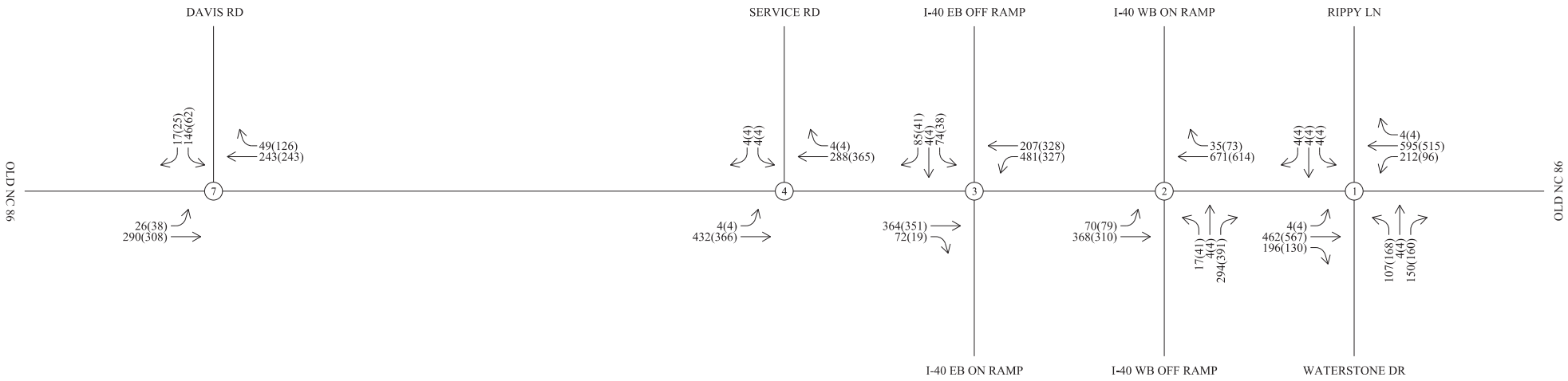


NOT TO SCALE

Research Triangle Logistics Park: Traffic Volume Calculations

Waterstone Trips

RTLP Site Trips

	Prev. Study Volumes (2016)		Existing (2020)		Historical Growth (2016-2020)		Background (2023)		Historical Growth (2020-2023)		Approved Development Trips		No-Build (2023)		Primary Trip Distribution		Primary Trip Assignment		Build (2023)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	Enter	Exit	AM	PM	AM	PM
Intersection 1 - Old NC 86 at Waterstone Drive / Rippy Lane																				
EBL	4	4	4	4	0	0	4	4	0	0			4	4			0	0	4	4
EBT	4	4	4	4	0	0	4	4	0	0			4	4			0	0	4	4
EBR	4	4	4	4	0	0	4	4	0	0			4	4			0	0	4	4
WBL	107	168	111	175	4	7	114	180	3	5	138	208	252	388	5%		12	4	264	392
WBT	4	4	4	4	0	0	4	4	0	0			4	4			0	0	4	4
WBR	150	160	156	166	6	6	161	171	5	5	100	161	261	332			0	0	261	332
NBL	4	4	4	4	0	0	4	4	0	0			4	4			0	0	4	4
NBT	462	567	481	590	19	23	496	608	15	18	36	93	532	701		20%	15	48	547	749
NBR	196	130	204	135	8	5	210	139	6	4	223	175	433	314		5%	4	12	437	326
SBL	212	96	221	100	9	4	228	103	7	3	201	137	429	240			0	0	429	240
SBT	595	515	619	536	24	21	638	552	19	16	54	61	692	613	20%		49	18	741	631
SBR	4	4	4	4	0	0	4	4	0	0			4	4			0	0	4	4
Intersection 2 - Old NC 86 at I-40 WB On/Off Ramps																				
WBL	17	41	18	43	1	2	19	44	1	1			19	44	30%		74	26	93	70
WBT	4	4	4	4	0	0	4	4	0	0			4	4			0	0	4	4
WBR	294	391	306	407	12	16	315	419	9	12	155	161	470	580			0	0	470	580
NBL	70	79	73	82	3	3	75	84	2	2			75	84		25%	18	60	93	144
NBT	368	310	383	323	15	13	395	333	12	10	104	107	499	440		25%	18	60	517	500
SBT	671	614	698	639	27	25	719	658	21	19	134	188	853	846	25%		62	22	915	868
SBR	35	73	36	76	1	3	37	78	1	2	58	81	95	159			0	0	95	159
Intersection 3 - Old NC 86 at I-40 EB On/Off Ramps																				
EBL	74	38	77	40	3	2	79	41	2	1	78	80	157	121			0	0	157	121
EBT	4	4	4	4	0	0	4	4	0	0			4	4			0	0	4	4
EBR	85	41	88	43	3	2	91	44	3	1			91	44	25%		62	22	153	66
NBT	364	351	379	365	15	14	390	376	11	11	26	27	416	403		50%	37	119	453	522
NBR	72	19	75	20	3	1	77	21	2	1			77	21		30%	22	71	99	92
SBL	481	327	501	340	20	13	516	350	15	10	115	161	631	511			0	0	631	511
SBT	207	328	215	341	8	13	222	351	7	10	19	27	241	378	55%		136	48	377	426

Research Triangle Logistics Park: Traffic Volume Calculations

Waterstone Trips

RTLP Site Trips

	Prev. Study Volumes (2016)		Existing (2020)		Historical Growth (2016-2020)		Background (2023)		Historical Growth (2020-2023)		Approved Development Trips		No-Build (2023)		Primary Trip Distribution		Primary Trip Assignment		Build (2023)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	Enter	Exit	AM	PM	AM	PM
Intersection 4 - Old NC 86 at Service Road																				
EBL	4	4	4	4	0	0	4	4	0	0			4	4		60%	44	143	48	147
EBR	4	4	4	4	0	0	4	4	0	0			4	4		10%	7	24	11	28
NBL	4	4	4	4	0	0	4	4	0	0			4	4	10%		25	9	29	13
NBT	432	366	450	381	18	15	464	393	14	12	26	27	490	420		20%	15	48	505	468
SBT	288	365	300	380	12	15	309	392	9	12	19	27	328	419	20%		49	18	377	437
SBR	4	4	4	4	0	0	4	4	0	0			4	4	60%		148	53	152	57
Intersection 5 - Old NC 86 at Davis Road																				
EBL	146	62	152	65	6	3	157	67	5	2			157	67		20%	15	48	172	115
EBR	17	25	18	26	1	1	19	27	1	1			19	27		5%	4	12	23	39
NBL	26	38	27	40	1	2	28	41	1	1			28	41	5%		12	4	40	45
NBT	290	308	302	321	12	13	311	331	9	10	26	27	337	358	10%		25	9	362	367
SBT	243	243	253	253	10	10	261	261	8	8	19	27	280	288		10%	7	24	287	312
SBR	49	126	51	131	2	5	53	135	2	4			53	135	20%		49	18	102	153
Intersection 6 - Davis Road at Warehouse D Driveway (Proposed)																				
EBL															5%		12	4	12	4
EBT	163	87	170	91	7	4	176	94	6	3	0	0	176	94			0	0	176	94
WBT	75	164	78	171	3	7	81	176	3	5	0	0	81	176			0	0	81	176
WBR															25%		62	22	62	22
SBL																25%	18	60	18	60
SBR																5%	4	12	4	12

Research Triangle Logistics Park: Traffic Volume Calculations

Waterstone Trips

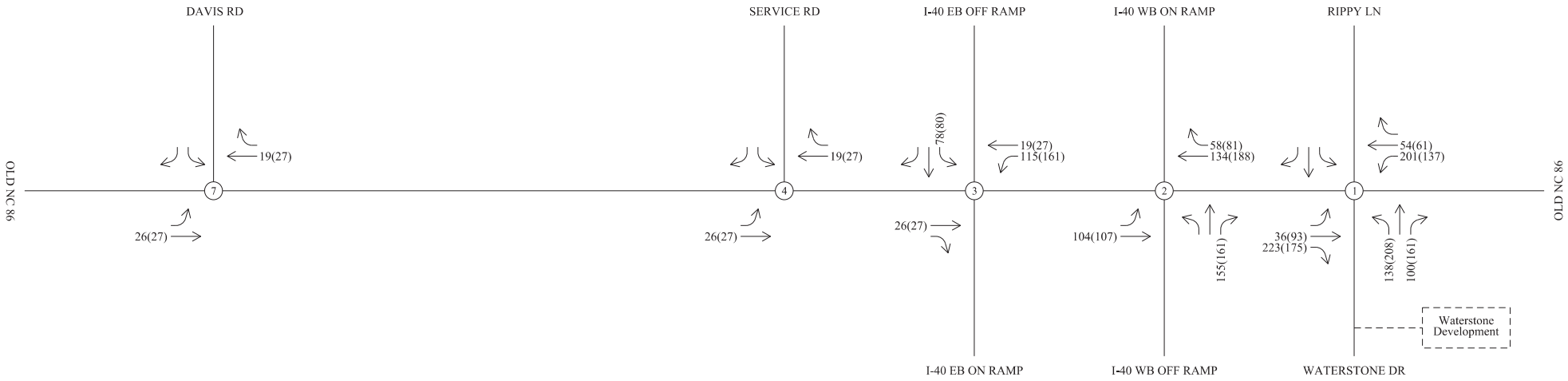
RTLP Site Trips

	Prev. Study Volumes (2016)		Existing (2020)		Historical Growth (2016-2020)		Background (2023)		Historical Growth (2020-2023)		Approved Development Trips		No-Build (2023)		Primary Trip Distribution		Primary Trip Assignment		Build (2023)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	Enter	Exit	AM	PM	AM	PM
Intersection 7 - Service Road at Warehouse C Driveway (Proposed)																				
EBT																54%	39	129	39	129
EBR																	0	0	0	0
WBL															16%		40	14	40	14
WBT															54%		133	48	133	48
NBL																	0	0	0	0
NBR																16%	12	38	12	38
Intersection 8 - Service Road at Warehouse B Driveway (Proposed)																				
EBT																39%	28	93	28	93
EBR																	0	0	0	0
WBL															15%		37	13	37	13
WBT															39%		96	34	96	34
NBL																	0	0	0	0
NBR																15%	11	36	11	36
Intersection 9 - Service Road at Warehouse A Driveway (Proposed)																				
EBL																24%	18	57	18	57
EBR																	0	0	0	0
NBL																	0	0	0	0
NBT																15%	11	36	11	36
SBT															15%		37	13	37	13
SBR															24%		59	21	59	21

2020 No-Build
Adjacent Development Volumes
Figure 5

← Turning Movement
(##) Intersection Number
AM Peak Hour Volumes
(###) PM Peak Hour Volumes

AECOM



NOT TO SCALE

Table ES-1 Traffic Generation – Waterstone (Average Weekday Traffic)						
Land Use Code	**Land Use**	**Density**	**AM Peak**		**PM Peak**	
			Enter	**Exit**	**Enter**	**Exit**
210	Single-Family Homes	334 d.u.	61	183	196	115
220	Apartments	471 d.u.	47	188	180	97
230	Townhomes	128 d.u.	11	52	50	24
488	Soccer Complex	1 field	1	0	12	6
540	Community College	1,250 students*	259	49	226	133
610	Hospital	468,088 SF**	301	176	179	292
720	Medical Office	153,000 SF	213	56	75	191
820	Shopping Center	110,000 SF	102	63	307	332
Internal Capture			*65*	*65*	*174*	*174*
Pass-by Trips			*0*	*0*	*85*	*81*
New External Trips			**833**	**684**	**867**	**876**

*Note: Trip generation represents difference between 2,500 students and 1,250 students.

**Note: Trip generation represents difference between 810,000 SF and 341,912 SF of hospital.

Capacity analyses were performed using Synchro Version 9.1 software. Table ES-2 summarizes the operation of the study intersections for the AM and PM peak hour traffic conditions.

Table ES-2 Level-of-Service Summary		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
Old NC 86 (Churton Street) & Waterstone Drive (Signalized)		
Existing (2015) Traffic	B (11.8)	B (13.5)
Background (2020) Traffic	B (11.9)	B (13.7)
Build-out (2020) Traffic	C (21.4)	C (23.7)

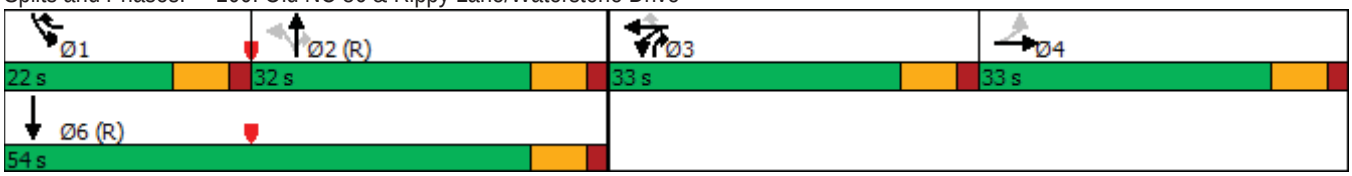


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	111	4	156	4	481	204	221	619	4
Future Volume (vph)	4	4	4	111	4	156	4	481	204	221	619	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	200		425	300		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			200		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.955				0.850			0.850		0.999	
Flt Protected		0.984		0.950	0.955		0.950			0.950		
Satd. Flow (prot)	0	1750	0	1681	1690	1583	1770	3539	1583	3433	3536	0
Flt Permitted		0.863		0.950	0.955		0.389			0.950		
Satd. Flow (perm)	0	1535	0	1681	1690	1583	725	3539	1583	3433	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				173			227		1	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		1013			1441			1110			1308	
Travel Time (s)		27.6			28.1			16.8			19.8	
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)	4	4	4	123	4	173	4	534	227	246	688	4
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	0	12	0	64	63	173	4	534	227	246	692	0
Turn Type	Perm	NA		Split	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases		4		3	3	1		2	3	1	6	
Permitted Phases	4					3	2		2			
Detector Phase	4	4		3	3	1	2	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	12.0	12.0	7.0	7.0	12.0	
Minimum Split (s)	25.0	25.0		25.0	25.0	14.0	25.0	25.0	25.0	14.0	25.0	
Total Split (s)	33.0	33.0		33.0	33.0	22.0	32.0	32.0	33.0	22.0	54.0	
Total Split (%)	27.5%	27.5%		27.5%	27.5%	18.3%	26.7%	26.7%	27.5%	18.3%	45.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0	15.0	25.0	25.0	26.0	15.0	47.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	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	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	None	None	C-Min	
Act Effct Green (s)		9.1		12.3	12.3	31.2	71.1	71.1	88.4	15.8	91.9	
Actuated g/C Ratio		0.08		0.10	0.10	0.26	0.59	0.59	0.74	0.13	0.77	
v/c Ratio		0.10		0.37	0.36	0.32	0.01	0.25	0.19	0.54	0.26	
Control Delay		43.4		55.5	55.2	4.7	16.2	14.2	1.4	52.9	5.4	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		43.4		55.5	55.2	4.7	16.2	14.2	1.4	52.9	5.4	
LOS		D		E	E	A	B	B	A	D	A	
Approach Delay		43.4			26.1			10.4			17.9	
Approach LOS		D			C			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		6		49	48	0	1	84	0	93	50	
Queue Length 95th (ft)		26		93	93	38	9	181	28	130	142	
Internal Link Dist (ft)		933			1361			1030			1228	
Turn Bay Length (ft)				300			200		425	300		
Base Capacity (vph)		361		392	394	559	429	2096	1403	503	2709	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.03		0.16	0.16	0.31	0.01	0.25	0.16	0.49	0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 16.4		Intersection LOS: B	
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Old NC 86 & Rippy Lane/Waterstone Drive



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	18	4	306	73	383	0	0	698	36
Future Vol, veh/h	0	0	0	18	4	306	73	383	0	0	698	36
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	20	4	340	81	426	0	0	776	40

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	976	1404	-	816	0	-	-	-	0
Stage 1	588	588	-	-	-	-	-	-	-
Stage 2	388	816	-	-	-	-	-	-	-
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	263	139	0	810	-	0	0	-	-
Stage 1	554	495	0	-	-	0	0	-	-
Stage 2	656	390	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	237	0	-	810	-	-	-	-	-
Mov Cap-2 Maneuver	237	0	-	-	-	-	-	-	-
Stage 1	499	0	-	-	-	-	-	-	-
Stage 2	656	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	810	-	237	-	-	-
HCM Lane V/C Ratio	0.1	-	0.103	-	-	-
HCM Control Delay (s)	9.9	-	21.9	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-	-

Intersection	
Int Delay, s/veh	51.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	77	4	88	0	0	0	0	379	75	501	215	0
Future Vol, veh/h	77	4	88	0	0	0	0	379	75	501	215	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	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	86	4	98	0	0	0	0	421	83	557	239	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1816	1857	239	-	0	0	504	0	0
Stage 1	1353	1353	-	-	-	-	-	-	-
Stage 2	463	504	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	86	74	800	0	-	-	1061	-	0
Stage 1	241	218	-	0	-	-	-	-	0
Stage 2	634	541	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	~ 41	0	800	-	-	-	1061	-	-
Mov Cap-2 Maneuver	~ 41	0	-	-	-	-	-	-	-
Stage 1	241	0	-	-	-	-	-	-	-
Stage 2	301	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 369.8	0	8.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	41	800	1061	-
HCM Lane V/C Ratio	-	-	2.195	0.122	0.525	-
HCM Control Delay (s)	-	-	$ 760.5	10.1	12.1	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	9.6	0.4	3.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	4	450	300	4
Future Vol, veh/h	4	4	4	450	300	4
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	-	-	-	-	-
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	4	4	500	333	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	843	335	337	0	-	0
Stage 1	335	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	334	707	1222	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	332	707	1222	-	-	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1222	-	452	-	-
HCM Lane V/C Ratio	0.004	-	0.02	-	-
HCM Control Delay (s)	8	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	152	18	27	302	253	51
Future Vol, veh/h	152	18	27	302	253	51
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	-	-	-	-	-
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	169	20	30	336	281	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	706	310	338	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	402	730	1221	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	390	730	1221	-	-	-
Mov Cap-2 Maneuver	390	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	680	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0.7	0
HCM LOS	C		

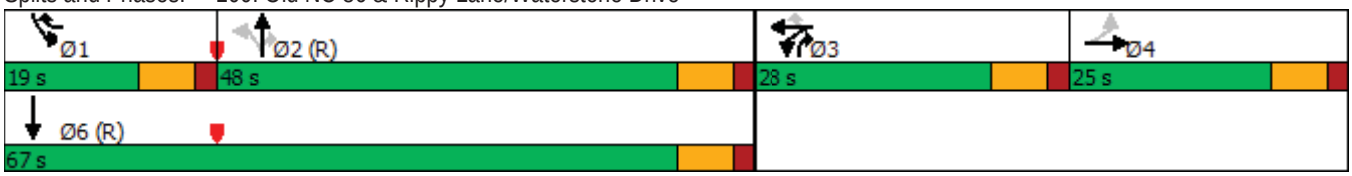
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1221	-	410	-	-
HCM Lane V/C Ratio	0.025	-	0.461	-	-
HCM Control Delay (s)	8	0	21.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	175	4	166	4	590	135	100	536	4
Future Volume (vph)	4	4	4	175	4	166	4	590	135	100	536	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	200		425	300		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			200		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.955				0.850			0.850		0.999	
Flt Protected		0.984		0.950	0.954		0.950			0.950		
Satd. Flow (prot)	0	1750	0	1681	1688	1583	1770	3539	1583	3433	3536	0
Flt Permitted		0.848		0.950	0.954		0.425			0.950		
Satd. Flow (perm)	0	1509	0	1681	1688	1583	792	3539	1583	3433	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				184			150		1	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		1013			1441			1110			1308	
Travel Time (s)		27.6			28.1			16.8			19.8	
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)	4	4	4	194	4	184	4	656	150	111	596	4
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	0	12	0	99	99	184	4	656	150	111	600	0
Turn Type	Perm	NA		Split	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases		4		3	3	1		2	3	1	6	
Permitted Phases	4					3	2		2			
Detector Phase	4	4		3	3	1	2	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	12.0	12.0	7.0	7.0	12.0	
Minimum Split (s)	25.0	25.0		25.0	25.0	14.0	25.0	25.0	25.0	14.0	25.0	
Total Split (s)	25.0	25.0		28.0	28.0	19.0	48.0	48.0	28.0	19.0	67.0	
Total Split (%)	20.8%	20.8%		23.3%	23.3%	15.8%	40.0%	40.0%	23.3%	15.8%	55.8%	
Maximum Green (s)	18.0	18.0		21.0	21.0	12.0	41.0	41.0	21.0	12.0	60.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	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	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	None	None	C-Min	
Act Effct Green (s)		9.2		14.6	14.6	28.9	73.4	73.4	92.9	11.3	89.7	
Actuated g/C Ratio		0.08		0.12	0.12	0.24	0.61	0.61	0.77	0.09	0.75	
v/c Ratio		0.10		0.49	0.49	0.35	0.01	0.30	0.12	0.34	0.23	
Control Delay		43.4		56.4	56.3	5.1	15.0	13.6	1.2	53.4	6.1	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		43.4		56.4	56.3	5.1	15.0	13.6	1.2	53.4	6.1	
LOS		D		E	E	A	B	B	A	D	A	
Approach Delay		43.4			31.7			11.3			13.5	
Approach LOS		D			C			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		6		76	76	0	1	101	0	42	48	
Queue Length 95th (ft)		26		129	129	40	8	217	20	70	133	
Internal Link Dist (ft)		933			1361			1030			1228	
Turn Bay Length (ft)				300			200		425	300		
Base Capacity (vph)		254		322	323	551	484	2164	1360	400	2642	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.05		0.31	0.31	0.33	0.01	0.30	0.11	0.28	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 16.4		Intersection LOS: B	
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Old NC 86 & Rippy Lane/Waterstone Drive



Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	43	4	407	82	323	0	0	639	76
Future Vol, veh/h	0	0	0	43	4	407	82	323	0	0	639	76
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	48	4	452	91	359	0	0	710	84

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	896	1335	-	794	0	-	-	-	0
Stage 1	541	541	-	-	-	-	-	-	-
Stage 2	355	794	-	-	-	-	-	-	-
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	295	153	0	825	-	0	0	-	-
Stage 1	582	520	0	-	-	0	0	-	-
Stage 2	681	399	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	263	0	-	825	-	-	-	-	-
Mov Cap-2 Maneuver	263	0	-	-	-	-	-	-	-
Stage 1	518	0	-	-	-	-	-	-	-
Stage 2	681	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	825	-	263	-	-	-
HCM Lane V/C Ratio	0.11	-	0.199	-	-	-
HCM Control Delay (s)	9.9	-	22	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.7	-	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	4	43	0	0	0	0	365	20	340	341	0
Future Vol, veh/h	40	4	43	0	0	0	0	365	20	340	341	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	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	44	4	48	0	0	0	0	406	22	378	379	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1552	1563	379	-	0	0	428	0	0
Stage 1	1135	1135	-	-	-	-	-	-	-
Stage 2	417	428	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	125	112	668	0	-	-	1131	-	0
Stage 1	307	277	-	0	-	-	-	-	0
Stage 2	665	585	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	83	0	668	-	-	-	1131	-	-
Mov Cap-2 Maneuver	83	0	-	-	-	-	-	-	-
Stage 1	307	0	-	-	-	-	-	-	-
Stage 2	443	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	54.6	0	4.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	83	668	1131	-
HCM Lane V/C Ratio	-	-	0.589	0.072	0.334	-
HCM Control Delay (s)	-	-	97.5	10.8	9.8	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	2.7	0.2	1.5	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	4	381	380	4
Future Vol, veh/h	4	4	4	381	380	4
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	-	-	-	-	-
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	4	4	423	422	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	855	424	426	0	-	0
Stage 1	424	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	329	630	1133	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	327	630	1133	-	-	-
Mov Cap-2 Maneuver	327	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1133	-	431	-	-
HCM Lane V/C Ratio	0.004	-	0.021	-	-
HCM Control Delay (s)	8.2	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	26	40	321	253	131
Future Vol, veh/h	65	26	40	321	253	131
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	-	-	-	-	-
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	72	29	44	357	281	146

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	799	354	427	0	-	0
Stage 1	354	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	355	690	1132	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	338	690	1132	-	-	-
Mov Cap-2 Maneuver	338	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1132	-	396	-	-
HCM Lane V/C Ratio	0.039	-	0.255	-	-
HCM Control Delay (s)	8.3	0	17.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

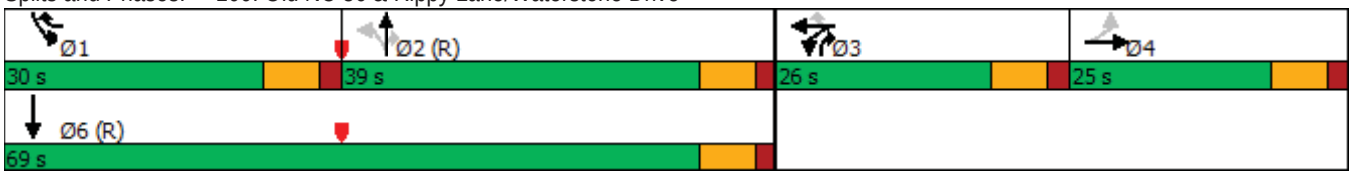
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	264	4	261	4	547	437	429	741	4
Future Volume (vph)	4	4	4	264	4	261	4	547	437	429	741	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	200		425	300		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.955				0.850			0.850		0.999	
Flt Protected		0.984		0.950	0.954		0.950			0.950		
Satd. Flow (prot)	0	1750	0	1681	1688	1583	1770	3539	1583	3433	3536	0
Flt Permitted		0.828		0.950	0.954		0.340			0.950		
Satd. Flow (perm)	0	1473	0	1681	1688	1583	633	3539	1583	3433	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				290			486		1	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		1013			1441			1110			1308	
Travel Time (s)		27.6			28.1			16.8			19.8	
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)	4	4	4	293	4	290	4	608	486	477	823	4
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	0	12	0	149	148	290	4	608	486	477	827	0
Turn Type	Perm	NA		Split	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases		4		3	3	1		2	3	1	6	
Permitted Phases	4					3	2		2			
Detector Phase	4	4		3	3	1	2	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	12.0	12.0	7.0	7.0	12.0	
Minimum Split (s)	25.0	25.0		14.0	14.0	14.0	25.0	25.0	14.0	14.0	25.0	
Total Split (s)	25.0	25.0		26.0	26.0	30.0	39.0	39.0	26.0	30.0	69.0	
Total Split (%)	20.8%	20.8%		21.7%	21.7%	25.0%	32.5%	32.5%	21.7%	25.0%	57.5%	
Maximum Green (s)	18.0	18.0		19.0	19.0	23.0	32.0	32.0	19.0	23.0	62.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	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	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	None	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)		9.2		18.3	18.3	45.7	56.6	56.6	79.9	24.3	85.9	
Actuated g/C Ratio		0.08		0.15	0.15	0.38	0.47	0.47	0.67	0.20	0.72	
v/c Ratio		0.10		0.58	0.57	0.37	0.01	0.36	0.40	0.69	0.33	
Control Delay		43.5		56.0	55.6	2.9	26.0	24.1	2.2	49.2	8.1	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		43.5		56.0	55.6	2.9	26.0	24.1	2.2	49.2	8.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D		E	E	A	C	C	A	D	A	
Approach Delay		43.5			29.6			14.4			23.1	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)		6		112	111	0	2	143	0	177	93	
Queue Length 95th (ft)		26		184	183	35	11	260	49	220	196	
Internal Link Dist (ft)		933			1361			1030			1228	
Turn Bay Length (ft)				300			200		425	300		
Base Capacity (vph)		248		299	300	804	298	1668	1244	754	2531	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.05		0.50	0.49	0.36	0.01	0.36	0.39	0.63	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 57.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 100: Old NC 86 & Rippy Lane/Waterstone Drive



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	-	-	-

Intersection	
Int Delay, s/veh	722.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	157	4	153	0	0	0	0	453	99	631	377	0
Future Vol, veh/h	157	4	153	0	0	0	0	453	99	631	377	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	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	174	4	170	0	0	0	0	503	110	701	419	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2379	2434	419	-	0	0	613	0	0
Stage 1	1821	1821	-	-	-	-	-	-	-
Stage 2	558	613	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 38	32	634	0	-	-	966	-	0
Stage 1	~ 141	128	-	0	-	-	-	-	0
Stage 2	573	483	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	~ 10	0	634	-	-	-	966	-	-
Mov Cap-2 Maneuver	~ 10	0	-	-	-	-	-	-	-
Stage 1	~ 141	0	-	-	-	-	-	-	-
Stage 2	~ 157	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	4276.7	0	11.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	10	634	966	-
HCM Lane V/C Ratio	-	-	17.889	0.268	0.726	-
HCM Control Delay (s)	-	-	$ 8328.9	12.7	17.9	-
HCM Lane LOS	-	-	F	B	C	-
HCM 95th %tile Q(veh)	-	-	23.9	1.1	6.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	11	29	505	377	152
Future Vol, veh/h	48	11	29	505	377	152
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	-	-	-	-	-
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	53	12	32	561	419	169

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1129	504	588	0	-	0
Stage 1	504	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	226	568	987	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	215	568	987	-	-	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	987	-	243	-	-
HCM Lane V/C Ratio	0.033	-	0.27	-	-
HCM Control Delay (s)	8.8	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	172	23	40	362	287	102
Future Vol, veh/h	172	23	40	362	287	102
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	-	-	-	-	-
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	191	26	44	402	319	113

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	866	376	432	0	-	0
Stage 1	376	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	324	670	1128	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	308	670	1128	-	-	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	616	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	0.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	329	-	-
HCM Lane V/C Ratio	0.039	-	0.659	-	-
HCM Control Delay (s)	8.3	0	34.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	4.4	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	4	4	11	37	59
Future Vol, veh/h	18	4	4	11	37	59
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	-	-	-	-	-
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	20	4	4	12	41	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	94	74	107	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	906	988	1484	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	903	988	1484	-	-	-
Mov Cap-2 Maneuver	903	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	917	-	-
HCM Lane V/C Ratio	0.003	-	0.027	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	4	37	96	4	11
Future Vol, veh/h	28	4	37	96	4	11
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	31	4	41	107	4	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	222	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	189	-
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	-	-	1576	-	766	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	745	1041
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	941	-	-	1576	-
HCM Lane V/C Ratio	0.018	-	-	0.026	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	4	40	133	4	12
Future Vol, veh/h	39	4	40	133	4	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	43	4	44	148	4	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	281	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	236	-
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	-	-	1560	-	709	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	803	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	687	1025
Mov Cap-2 Maneuver	-	-	-	-	687	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	778	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	913	-	-	1560	-
HCM Lane V/C Ratio	0.019	-	-	0.028	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	176	81	62	18	4
Future Vol, veh/h	12	176	81	62	18	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	69	20	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	159	0	-	0	347	125
Stage 1	-	-	-	-	125	-
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	1420	-	-	-	650	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1420	-	-	-	644	926
Mov Cap-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.5
HCM LOS			B

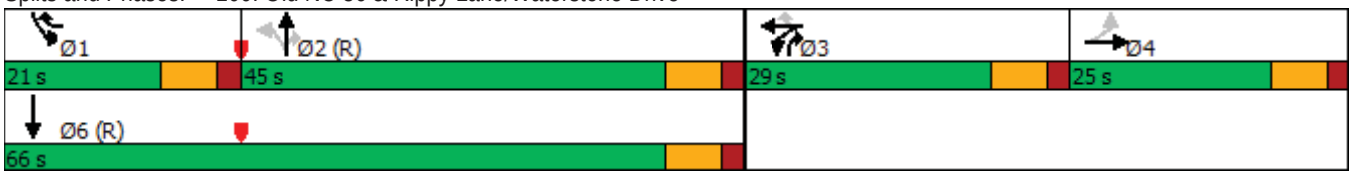
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1420	-	-	-	682
HCM Lane V/C Ratio	0.009	-	-	-	0.036
HCM Control Delay (s)	7.6	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	392	4	332	4	749	326	240	631	4
Future Volume (vph)	4	4	4	392	4	332	4	749	326	240	631	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	200		425	300		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.955				0.850			0.850		0.999	
Flt Protected		0.984		0.950	0.953		0.950			0.950		
Satd. Flow (prot)	0	1750	0	1681	1686	1583	1770	3539	1583	3433	3536	0
Flt Permitted		0.798		0.950	0.953		0.384			0.950		
Satd. Flow (perm)	0	1420	0	1681	1686	1583	715	3539	1583	3433	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				366			362		1	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		1013			1441			1110			1308	
Travel Time (s)		27.6			28.1			16.8			19.8	
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)	4	4	4	436	4	369	4	832	362	267	701	4
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	12	0	218	222	369	4	832	362	267	705	0
Turn Type	Perm	NA		Split	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases		4		3	3	1		2	3	1	6	
Permitted Phases	4					3	2		2			
Detector Phase	4	4		3	3	1	2	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	12.0	12.0	7.0	7.0	12.0	
Minimum Split (s)	25.0	25.0		14.0	14.0	14.0	25.0	25.0	14.0	14.0	25.0	
Total Split (s)	25.0	25.0		29.0	29.0	21.0	45.0	45.0	29.0	21.0	66.0	
Total Split (%)	20.8%	20.8%		24.2%	24.2%	17.5%	37.5%	37.5%	24.2%	17.5%	55.0%	
Maximum Green (s)	18.0	18.0		22.0	22.0	14.0	38.0	38.0	22.0	14.0	59.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	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	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	None	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)		9.2		22.8	22.8	42.7	59.5	59.5	87.4	16.9	81.4	
Actuated g/C Ratio		0.08		0.19	0.19	0.36	0.50	0.50	0.73	0.14	0.68	
v/c Ratio		0.11		0.68	0.69	0.46	0.01	0.47	0.29	0.55	0.29	
Control Delay		43.6		56.1	56.7	3.6	23.2	23.9	1.6	52.1	9.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		43.6		56.1	56.7	3.6	23.2	23.9	1.6	52.1	9.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D		E	E	A	C	C	A	D	A	
Approach Delay		43.6			32.3			17.1			21.2	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)		6		164	167	1	1	199	0	101	92	
Queue Length 95th (ft)		26		255	260	45	10	343	36	139	174	
Internal Link Dist (ft)		933			1361			1030			1228	
Turn Bay Length (ft)				300			200		425	300		
Base Capacity (vph)		240		352	353	808	354	1755	1274	508	2398	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.05		0.62	0.63	0.46	0.01	0.47	0.28	0.53	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 59.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 100: Old NC 86 & Rippy Lane/Waterstone Drive



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	-	-	-

Intersection	
Int Delay, s/veh	268.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	121	4	66	0	0	0	0	522	92	511	426	0
Future Vol, veh/h	121	4	66	0	0	0	0	522	92	511	426	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	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	134	4	73	0	0	0	0	580	102	568	473	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2240	2291	473	-	0	0	682	0	0
Stage 1	1609	1609	-	-	-	-	-	-	-
Stage 2	631	682	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 46	39	591	0	-	-	911	-	0
Stage 1	180	164	-	0	-	-	-	-	0
Stage 2	530	450	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	~ 17	0	591	-	-	-	911	-	-
Mov Cap-2 Maneuver	~ 17	0	-	-	-	-	-	-	-
Stage 1	180	0	-	-	-	-	-	-	-
Stage 2	200	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 2405.2	0	8.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	17	591	911	-
HCM Lane V/C Ratio	-	-	8.17	0.124	0.623	-
HCM Control Delay (s)	-	-	$ 3668.8	12	15.3	-
HCM Lane LOS	-	-	F	B	C	-
HCM 95th %tile Q(veh)	-	-	18.1	0.4	4.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	147	28	13	468	437	57
Future Vol, veh/h	147	28	13	468	437	57
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	-	-	-	-	-
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	163	31	14	520	486	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1066	518	549	0	-	0
Stage 1	518	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	246	558	1021	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	241	558	1021	-	-	-
Mov Cap-2 Maneuver	241	-	-	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	48.5	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1021	-	265	-	-
HCM Lane V/C Ratio	0.014	-	0.734	-	-
HCM Control Delay (s)	8.6	0	48.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	5.2	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	39	45	367	312	153
Future Vol, veh/h	115	39	45	367	312	153
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	-	-	-	-	-
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	128	43	50	408	347	170

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	940	432	517	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	293	624	1049	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	275	624	1049	-	-	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.5	0.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1049	-	320	-	-
HCM Lane V/C Ratio	0.048	-	0.535	-	-
HCM Control Delay (s)	8.6	0	28.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	3	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	4	4	36	13	21
Future Vol, veh/h	57	4	4	36	13	21
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	-	-	-	-	-
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	63	4	4	40	14	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	74	26	37	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	930	1050	1574	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	927	1050	1574	-	-	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1574	-	934	-	-
HCM Lane V/C Ratio	0.003	-	0.073	-	-
HCM Control Delay (s)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	93	4	13	34	4	36
Future Vol, veh/h	93	4	13	34	4	36
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	103	4	14	38	4	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	107	0	171	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	66	-
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	-	-	1484	-	819	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	811	949
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	933	-	-	1484	-
HCM Lane V/C Ratio	0.048	-	-	0.01	-
HCM Control Delay (s)	9.1	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	4	14	48	4	38
Future Vol, veh/h	129	4	14	48	4	38
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	143	4	16	53	4	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	230	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	85	-
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	-	-	1435	-	758	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1435	-	750	902
Mov Cap-2 Maneuver	-	-	-	-	750	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	885	-	-	1435	-
HCM Lane V/C Ratio	0.053	-	-	0.011	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	94	176	22	60	12
Future Vol, veh/h	4	94	176	22	60	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	24	67	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	220	0	-	0	320	208
Stage 1	-	-	-	-	208	-
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	1349	-	-	-	673	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1349	-	-	-	671	832
Mov Cap-2 Maneuver	-	-	-	-	671	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1349	-	-	-	693
HCM Lane V/C Ratio	0.003	-	-	-	0.115
HCM Control Delay (s)	7.7	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

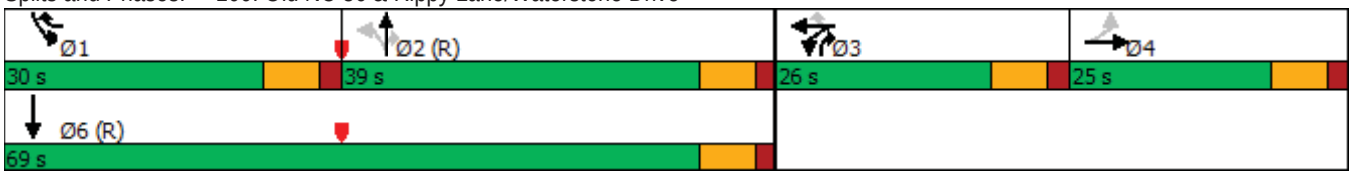
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	264	4	261	4	547	437	429	741	4
Future Volume (vph)	4	4	4	264	4	261	4	547	437	429	741	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	200		425	300		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.955				0.850			0.850		0.999	
Flt Protected		0.984		0.950	0.954		0.950			0.950		
Satd. Flow (prot)	0	1750	0	1681	1688	1583	1770	3539	1583	3433	3536	0
Flt Permitted		0.828		0.950	0.954		0.340			0.950		
Satd. Flow (perm)	0	1473	0	1681	1688	1583	633	3539	1583	3433	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				290			486		1	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		1013			1441			1110			1308	
Travel Time (s)		27.6			28.1			16.8			19.8	
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)	4	4	4	293	4	290	4	608	486	477	823	4
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	0	12	0	149	148	290	4	608	486	477	827	0
Turn Type	Perm	NA		Split	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases		4		3	3	1		2	3	1	6	
Permitted Phases	4					3	2		2			
Detector Phase	4	4		3	3	1	2	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	12.0	12.0	7.0	7.0	12.0	
Minimum Split (s)	25.0	25.0		14.0	14.0	14.0	25.0	25.0	14.0	14.0	25.0	
Total Split (s)	25.0	25.0		26.0	26.0	30.0	39.0	39.0	26.0	30.0	69.0	
Total Split (%)	20.8%	20.8%		21.7%	21.7%	25.0%	32.5%	32.5%	21.7%	25.0%	57.5%	
Maximum Green (s)	18.0	18.0		19.0	19.0	23.0	32.0	32.0	19.0	23.0	62.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	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	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	None	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)		9.2		18.3	18.3	45.7	56.6	56.6	79.9	24.3	85.9	
Actuated g/C Ratio		0.08		0.15	0.15	0.38	0.47	0.47	0.67	0.20	0.72	
v/c Ratio		0.10		0.58	0.57	0.37	0.01	0.36	0.40	0.69	0.33	
Control Delay		43.5		56.0	55.6	2.9	23.8	23.7	5.4	49.2	8.1	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		43.5		56.0	55.6	2.9	23.8	23.7	5.4	49.2	8.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D		E	E	A	C	C	A	D	A	
Approach Delay		43.5			29.6			15.6			23.1	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)		6		112	111	0	2	157	91	177	93	
Queue Length 95th (ft)		26		184	183	35	m4	193	45	220	196	
Internal Link Dist (ft)		933			1361			1030			1228	
Turn Bay Length (ft)				300			200		425	300		
Base Capacity (vph)		248		299	300	804	298	1668	1244	754	2531	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.05		0.50	0.49	0.36	0.01	0.36	0.39	0.63	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 28 (23%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 57.6% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 100: Old NC 86 & Rippy Lane/Waterstone Drive



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	-	-	-



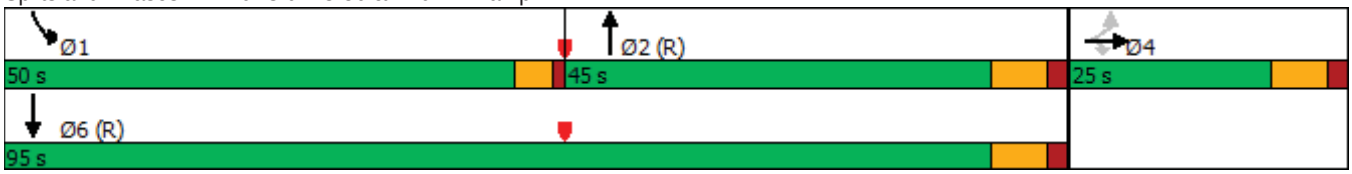
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	4	153	0	0	0	0	453	99	631	377	0
Future Volume (vph)	157	4	153	0	0	0	0	453	99	631	377	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
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					77.7		50.5	2.8	
Queue Delay		0.0	0.0					0.0		0.0	0.0	
Total Delay		60.5	65.2					77.7		50.5	2.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		E	E					E		D	A	
Approach Delay		62.7						77.7			32.6	
Approach LOS		E						E			C	
Queue Length 50th (ft)		129	124					~435		~452	42	
Queue Length 95th (ft)		206	201					#741		#774	1	
Internal Link Dist (ft)		1093			477			372			643	
Turn Bay Length (ft)			200									
Base Capacity (vph)		295	263					606		728	1426	
Starvation Cap Reductn		0	0					0		0	0	
Spillback Cap Reductn		0	0					0		0	0	
Storage Cap Reductn		0	0					0		0	0	
Reduced v/c Ratio		0.60	0.65					1.01		0.96	0.29	

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: 50.9 Intersection LOS: D
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



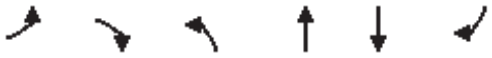
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	11	29	505	377	152
Future Vol, veh/h	48	11	29	505	377	152
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	100	50	-	-	-
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	53	12	32	561	419	169

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1129	504	588	0	-	0
Stage 1	504	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	226	568	987	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	219	568	987	-	-	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.9	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	987	-	219	568	-	-
HCM Lane V/C Ratio	0.033	-	0.244	0.022	-	-
HCM Control Delay (s)	8.8	-	26.7	11.5	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	0.1	-	-

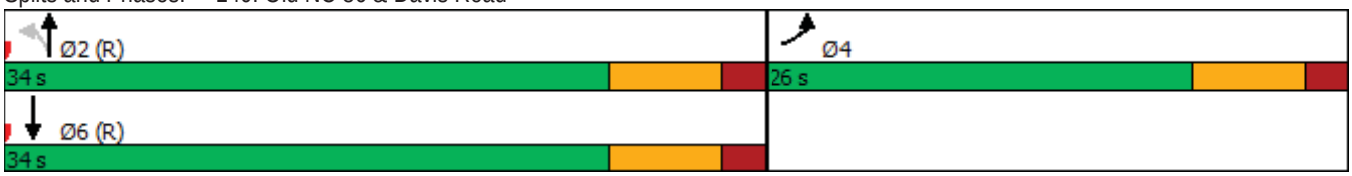


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	172	23	40	362	287	102
Future Volume (vph)	172	23	40	362	287	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.984				0.965	
Flt Protected	0.958			0.995		
Satd. Flow (prot)	1756	0	0	1853	1798	0
Flt Permitted	0.958			0.931		
Satd. Flow (perm)	1756	0	0	1734	1798	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)	191	26	44	402	319	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	0	0	446	432	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	
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)	14.6			35.4	35.4	
Actuated g/C Ratio	0.24			0.59	0.59	
v/c Ratio	0.51			0.44	0.41	
Control Delay	23.1			9.4	7.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	23.1			9.4	7.4	
LOS	C			A	A	
Approach Delay	23.1			9.4	7.4	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	68			78	51	
Queue Length 95th (ft)	111			167	156	
Internal Link Dist (ft)	949			1326	674	
Turn Bay Length (ft)						
Base Capacity (vph)	614			1023	1060	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.35			0.44	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 4 (7%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			

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



Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	4	4	11	37	59
Future Vol, veh/h	18	4	4	11	37	59
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	-	-	-	-	-
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	20	4	4	12	41	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	94	74	107	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	906	988	1484	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	903	988	1484	-	-	-
Mov Cap-2 Maneuver	903	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	917	-	-
HCM Lane V/C Ratio	0.003	-	0.027	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	4	37	96	4	11
Future Vol, veh/h	28	4	37	96	4	11
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	31	4	41	107	4	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	222	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	189	-
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	-	-	1576	-	766	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	745	1041
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	941	-	-	1576	-
HCM Lane V/C Ratio	0.018	-	-	0.026	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	4	40	133	4	12
Future Vol, veh/h	39	4	40	133	4	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	43	4	44	148	4	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	281	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	236	-
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	-	-	1560	-	709	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	803	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	687	1025
Mov Cap-2 Maneuver	-	-	-	-	687	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	778	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	913	-	-	1560	-
HCM Lane V/C Ratio	0.019	-	-	0.028	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	176	81	62	18	4
Future Vol, veh/h	12	176	81	62	18	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	69	20	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	159	0	-	0	347	125
Stage 1	-	-	-	-	125	-
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	1420	-	-	-	650	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1420	-	-	-	644	926
Mov Cap-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1420	-	-	-	682
HCM Lane V/C Ratio	0.009	-	-	-	0.036
HCM Control Delay (s)	7.6	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

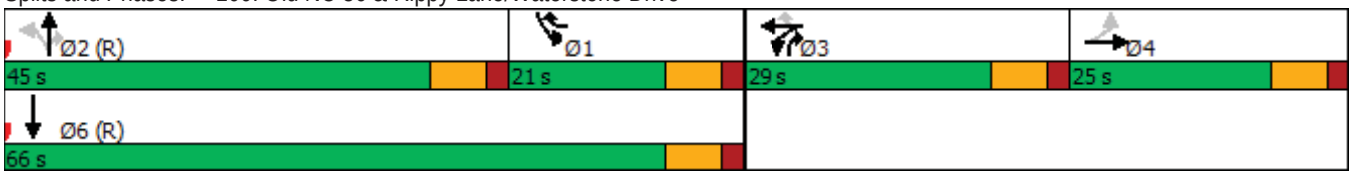
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	392	4	332	4	749	326	240	631	4
Future Volume (vph)	4	4	4	392	4	332	4	749	326	240	631	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	200		425	300		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.955				0.850			0.850		0.999	
Flt Protected		0.984		0.950	0.953		0.950			0.950		
Satd. Flow (prot)	0	1750	0	1681	1686	1583	1770	3539	1583	3433	3536	0
Flt Permitted		0.798		0.950	0.953		0.342			0.950		
Satd. Flow (perm)	0	1420	0	1681	1686	1583	637	3539	1583	3433	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				366			362		1	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		1013			1441			1110			1308	
Travel Time (s)		27.6			28.1			16.8			19.8	
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)	4	4	4	436	4	369	4	832	362	267	701	4
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	12	0	218	222	369	4	832	362	267	705	0
Turn Type	Perm	NA		Split	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases		4		3	3	1		2	3	1	6	
Permitted Phases	4					3	2		2			
Detector Phase	4	4		3	3	1	2	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	12.0	12.0	7.0	7.0	12.0	
Minimum Split (s)	25.0	25.0		14.0	14.0	14.0	25.0	25.0	14.0	14.0	25.0	
Total Split (s)	25.0	25.0		29.0	29.0	21.0	45.0	45.0	29.0	21.0	66.0	
Total Split (%)	20.8%	20.8%		24.2%	24.2%	17.5%	37.5%	37.5%	24.2%	17.5%	55.0%	
Maximum Green (s)	18.0	18.0		22.0	22.0	14.0	38.0	38.0	22.0	14.0	59.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	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	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lag	Lead	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	None	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)		9.2		22.8	22.8	43.7	60.5	60.5	86.3	15.9	81.4	
Actuated g/C Ratio		0.08		0.19	0.19	0.36	0.50	0.50	0.72	0.13	0.68	
v/c Ratio		0.11		0.68	0.69	0.46	0.01	0.47	0.29	0.59	0.29	
Control Delay		43.6		56.1	56.7	4.5	17.2	18.6	1.6	54.4	9.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		43.6		56.1	56.7	4.5	17.2	18.6	1.6	54.4	9.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D		E	E	A	B	B	A	D	A	
Approach Delay		43.6			32.7			13.4			21.9	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)		6		164	167	1	1	165	3	101	92	
Queue Length 95th (ft)		26		255	260	63	m4	335	46	146	174	
Internal Link Dist (ft)		933			1361			1030			1228	
Turn Bay Length (ft)				300			200		425	300		
Base Capacity (vph)		240		352	353	798	321	1784	1236	480	2398	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.05		0.62	0.63	0.46	0.01	0.47	0.29	0.56	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 71 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 21.5 Intersection LOS: C
Intersection Capacity Utilization 59.6% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 100: Old NC 86 & Rippy Lane/Waterstone Drive



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	-	-	-

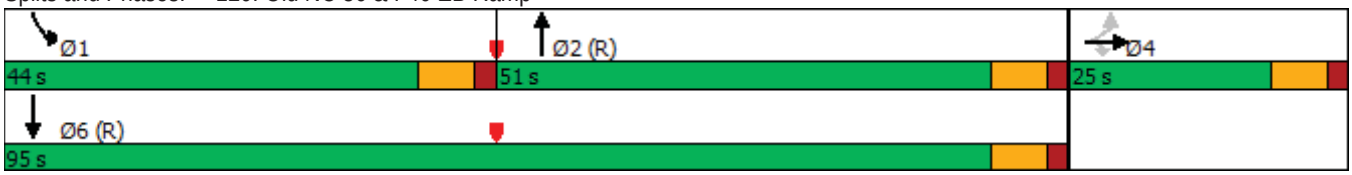


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	4	66	0	0	0	0	522	92	511	426	0
Future Volume (vph)	121	4	66	0	0	0	0	522	92	511	426	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		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
Turn Type	Perm	NA	Perm					NA		Prot	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4									
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					59.8		60.4	3.9	
Queue Delay		0.0	0.0					0.0		0.0	0.0	
Total Delay		58.0	50.5					59.8		60.4	3.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		E	D					E		E	A	
Approach Delay		55.4						59.8			34.8	
Approach LOS		E						E			C	
Queue Length 50th (ft)		101	52					530		259	0	
Queue Length 95th (ft)		164	96					#754		#695	133	
Internal Link Dist (ft)		1093			477			372			643	
Turn Bay Length (ft)			200									
Base Capacity (vph)		296	263					714		617	1456	
Starvation Cap Reductn		0	0					0		0	0	
Spillback Cap Reductn		0	0					0		0	0	
Storage Cap Reductn		0	0					0		0	0	
Reduced v/c Ratio		0.47	0.28					0.96		0.92	0.32	

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: 45.8		Intersection LOS: D	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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



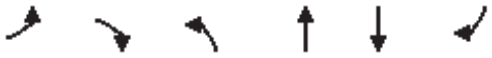
Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	147	28	13	468	437	57
Future Vol, veh/h	147	28	13	468	437	57
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	100	50	-	-	-
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	163	31	14	520	486	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1066	518	549	0	-	0
Stage 1	518	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	246	558	1021	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	243	558	1021	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.3	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1021	-	243	558	-	-
HCM Lane V/C Ratio	0.014	-	0.672	0.056	-	-
HCM Control Delay (s)	8.6	-	45.7	11.8	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0	-	4.3	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	115	39	45	367	312	153
Future Volume (vph)	115	39	45	367	312	153
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	0.966				0.956	
Flt Protected	0.964			0.995		
Satd. Flow (prot)	1735	0	0	1853	1781	0
Flt Permitted	0.964			0.912		
Satd. Flow (perm)	1735	0	0	1699	1781	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)	128	43	50	408	347	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	171	0	0	458	517	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	
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)	13.2			40.6	40.6	
Actuated g/C Ratio	0.22			0.68	0.68	
v/c Ratio	0.45			0.40	0.43	
Control Delay	23.3			7.9	6.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	23.3			7.9	6.1	
LOS	C			A	A	
Approach Delay	23.3			7.9	6.1	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	54			75	85	
Queue Length 95th (ft)	93			160	111	
Internal Link Dist (ft)	949			1326	674	
Turn Bay Length (ft)						
Base Capacity (vph)	578			1149	1205	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.30			0.40	0.43	

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: 0.45			
Intersection Signal Delay: 9.4		Intersection LOS: A	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

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



Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	4	4	36	13	21
Future Vol, veh/h	57	4	4	36	13	21
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	-	-	-	-	-
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	63	4	4	40	14	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	74	26	37	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	930	1050	1574	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	927	1050	1574	-	-	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1574	-	934	-	-
HCM Lane V/C Ratio	0.003	-	0.073	-	-
HCM Control Delay (s)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	93	4	13	34	4	36
Future Vol, veh/h	93	4	13	34	4	36
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	103	4	14	38	4	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	107	0	171	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	66	-
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	-	-	1484	-	819	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	811	949
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	933	-	-	1484	-
HCM Lane V/C Ratio	0.048	-	-	0.01	-
HCM Control Delay (s)	9.1	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	4	14	48	4	38
Future Vol, veh/h	129	4	14	48	4	38
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	143	4	16	53	4	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	230	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	85	-
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	-	-	1435	-	758	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1435	-	750	902
Mov Cap-2 Maneuver	-	-	-	-	750	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	885	-	-	1435	-
HCM Lane V/C Ratio	0.053	-	-	0.011	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	94	176	22	60	12
Future Vol, veh/h	4	94	176	22	60	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	24	67	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	220	0	-	0	320	208
Stage 1	-	-	-	-	208	-
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	1349	-	-	-	673	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1349	-	-	-	671	832
Mov Cap-2 Maneuver	-	-	-	-	671	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1349	-	-	-	693
HCM Lane V/C Ratio	0.003	-	-	-	0.115
HCM Control Delay (s)	7.7	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	3346	3313	3226	3323	3231	3311	3258
Vehs Exited	3312	3305	3259	3313	3194	3274	3248
Starting Vehs	134	131	143	146	129	108	134
Ending Vehs	168	139	110	156	166	145	144
Travel Distance (mi)	2844	2849	2772	2817	2738	2809	2777
Travel Time (hr)	167.3	152.7	132.6	162.7	141.8	142.1	148.3
Total Delay (hr)	85.1	70.7	52.4	81.5	62.5	61.2	68.2
Total Stops	4165	3775	3490	4081	3686	3757	3756
Fuel Used (gal)	115.6	112.8	106.1	113.8	106.7	109.5	109.5

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	3270	3312	3313	3289
Vehs Exited	3273	3283	3228	3270
Starting Vehs	124	133	115	124
Ending Vehs	121	162	200	149
Travel Distance (mi)	2783	2781	2781	2795
Travel Time (hr)	139.0	159.6	148.9	149.5
Total Delay (hr)	58.6	79.5	68.9	68.9
Total Stops	3752	3896	3881	3824
Fuel Used (gal)	108.2	113.2	110.2	110.6

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

No data recorded this interval.

Interval #1 Information Grow

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	785	806	778	813	799	775	832
Vehs Exited	805	814	802	825	788	761	827
Starting Vehs	134	131	143	146	129	108	134
Ending Vehs	114	123	119	134	140	122	139
Travel Distance (mi)	682	694	688	687	683	654	706
Travel Time (hr)	34.0	32.4	33.2	33.9	33.1	29.5	34.0
Total Delay (hr)	14.2	12.4	13.3	14.1	13.4	10.6	13.7
Total Stops	929	830	868	928	900	744	909
Fuel Used (gal)	26.2	26.2	26.2	26.4	25.9	24.2	26.8

Interval #1 Information Grow

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	800	822	775	797
Vehs Exited	781	820	786	801
Starting Vehs	124	133	115	124
Ending Vehs	143	135	104	127
Travel Distance (mi)	691	669	667	682
Travel Time (hr)	32.9	34.9	31.5	32.9
Total Delay (hr)	13.2	15.5	12.3	13.3
Total Stops	901	889	838	870
Fuel Used (gal)	26.4	26.5	25.6	26.1

Interval #2 Information Peak

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	918	900	892	899	854	958	863
Vehs Exited	848	838	872	847	822	875	835
Starting Vehs	114	123	119	134	140	122	139
Ending Vehs	184	185	139	186	172	205	167
Travel Distance (mi)	754	752	747	751	717	795	721
Travel Time (hr)	39.7	38.6	36.5	41.4	39.6	41.1	39.0
Total Delay (hr)	18.0	16.9	14.8	19.8	19.0	18.3	18.2
Total Stops	1050	1030	963	1113	1031	1120	1026
Fuel Used (gal)	29.4	29.4	28.9	29.9	28.5	31.0	28.6

Interval #2 Information Peak

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	7	8	9	Avg
Vehs Entered	842	883	888	886
Vehs Exited	854	830	798	843
Starting Vehs	143	135	104	127
Ending Vehs	131	188	194	168
Travel Distance (mi)	718	743	717	741
Travel Time (hr)	35.5	42.0	36.3	39.0
Total Delay (hr)	14.7	20.7	15.8	17.6
Total Stops	952	1073	1027	1038
Fuel Used (gal)	28.1	29.8	27.6	29.1

Interval #3 Information Stabilize

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	849	835	770	810	753	774	762
Vehs Exited	841	833	803	831	793	839	785
Starting Vehs	184	185	139	186	172	205	167
Ending Vehs	192	187	106	165	132	140	144
Travel Distance (mi)	725	723	658	691	660	679	669
Travel Time (hr)	47.6	42.7	30.6	42.1	36.0	38.4	37.4
Total Delay (hr)	26.7	22.1	11.5	22.2	16.9	18.7	18.1
Total Stops	1149	1024	819	1027	855	1001	871
Fuel Used (gal)	30.7	29.5	25.2	28.7	26.3	28.0	26.9

Interval #3 Information Stabilize

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	823	781	771	789
Vehs Exited	792	809	824	814
Starting Vehs	131	188	194	168
Ending Vehs	162	160	141	146
Travel Distance (mi)	685	674	676	684
Travel Time (hr)	32.7	40.5	39.6	38.7
Total Delay (hr)	12.9	21.1	20.0	19.0
Total Stops	920	1003	1006	964
Fuel Used (gal)	26.1	28.1	28.0	27.7

Interval #4 Information Recover

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	794	772	786	801	825	804	801
Vehs Exited	818	820	782	810	791	799	801
Starting Vehs	192	187	106	165	132	140	144
Ending Vehs	168	139	110	156	166	145	144
Travel Distance (mi)	684	680	679	688	679	681	681
Travel Time (hr)	45.9	39.0	32.3	45.3	33.1	33.2	37.9
Total Delay (hr)	26.3	19.4	12.8	25.4	13.3	13.6	18.2
Total Stops	1037	891	840	1013	900	892	950
Fuel Used (gal)	29.4	27.7	25.8	28.9	26.0	26.3	27.3

Interval #4 Information Recover

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	805	826	879	805
Vehs Exited	846	824	820	811
Starting Vehs	162	160	141	146
Ending Vehs	121	162	200	149
Travel Distance (mi)	689	696	721	688
Travel Time (hr)	37.9	42.2	41.5	38.8
Total Delay (hr)	17.8	22.2	20.8	19.0
Total Stops	979	931	1010	942
Fuel Used (gal)	27.6	28.8	28.9	27.7

Intersection: 100: Old NC 86 & Rippy Lane/Waterstone Drive

Movement	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	LT	R	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	45	165	173	139	14	213	231	261	249	283	215	210
Average Queue (ft)	11	86	81	49	1	132	143	110	137	174	87	82
95th Queue (ft)	36	146	144	106	9	201	214	198	229	248	170	164
Link Distance (ft)	955		1363	1363		1008	1008				1266	1266
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)		300			200			425	300	300		
Storage Blk Time (%)						1			0	0	0	
Queuing Penalty (veh)						0			0	1	0	

Intersection: 110: Old NC 86 & I-40 WB Ramp

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	L	T	T	TR
Maximum Queue (ft)	193	178	100	2	40	25
Average Queue (ft)	72	14	35	0	2	1
95th Queue (ft)	166	138	75	2	22	12
Link Distance (ft)		1219		677	1008	1008
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	225		225			
Storage Blk Time (%)	3	0				
Queuing Penalty (veh)	12	0				

Intersection: 120: Old NC 86 & I-40 EB Ramp

Movement	EB	EB	NB	SB	SB
Directions Served	LT	R	TR	L	T
Maximum Queue (ft)	216	200	492	694	428
Average Queue (ft)	108	102	426	428	71
95th Queue (ft)	190	176	548	641	256
Link Distance (ft)	1130		380	677	677
Upstream Blk Time (%)			42	2	0
Queuing Penalty (veh)			233	12	2
Storage Bay Dist (ft)		200			
Storage Blk Time (%)	1	0			
Queuing Penalty (veh)	1	0			

Intersection: 130: Old NC 86 & Service Road

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	488	98	115	395	8
Average Queue (ft)	191	12	26	126	1
95th Queue (ft)	547	69	95	368	6
Link Distance (ft)	1094			1488	380
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100	50		
Storage Blk Time (%)	45		0	26	
Queuing Penalty (veh)	5		2	8	

Intersection: 140: Old NC 86 & Davis Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	156	181	165
Average Queue (ft)	81	82	72
95th Queue (ft)	134	147	135
Link Distance (ft)	944	1365	696
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 150: Warehouse A Dvwy & Service Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	32	3
Average Queue (ft)	14	0
95th Queue (ft)	37	3
Link Distance (ft)	896	1025
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 160: Warehouse B Dvwy & Service Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	21	30
Average Queue (ft)	1	11
95th Queue (ft)	11	33
Link Distance (ft)	1494	677
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 170: Warehouse C Dvwy & Service Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	14	30
Average Queue (ft)	1	11
95th Queue (ft)	11	33
Link Distance (ft)	1094	385
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 180: Davis Road & Warehouse D Dvwy.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	24	38
Average Queue (ft)	1	15
95th Queue (ft)	11	40
Link Distance (ft)	1650	1027
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 275

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	3:50	3:50	3:50	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	3355	3229	3287	3247	3278	3204	3244
Vehs Exited	3348	3190	3300	3256	3238	3164	3248
Starting Vehs	132	120	120	139	126	127	123
Ending Vehs	139	159	107	130	166	167	119
Travel Distance (mi)	2881	2776	2885	2833	2833	2800	2820
Travel Time (hr)	158.8	135.0	134.0	132.8	134.2	153.1	133.4
Total Delay (hr)	75.2	54.5	50.6	50.8	51.7	72.0	51.9
Total Stops	3849	3626	3586	3596	3602	3764	3565
Fuel Used (gal)	114.5	106.5	110.0	107.2	107.9	111.3	107.5

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	3315	3226	3253	3262
Vehs Exited	3301	3238	3217	3250
Starting Vehs	122	131	118	120
Ending Vehs	136	119	154	137
Travel Distance (mi)	2895	2842	2800	2836
Travel Time (hr)	152.7	130.8	145.4	141.0
Total Delay (hr)	68.8	48.4	64.2	58.8
Total Stops	3899	3521	3702	3668
Fuel Used (gal)	114.2	107.4	109.5	109.6

Interval #0 Information Seeding

Start Time	3:50
End Time	4:00
Total Time (min)	10

No data recorded this interval.

Interval #1 Information Grow

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	828	773	851	797	762	769	741
Vehs Exited	818	763	850	804	758	769	740
Starting Vehs	132	120	120	139	126	127	123
Ending Vehs	142	130	121	132	130	127	124
Travel Distance (mi)	707	662	747	691	660	674	644
Travel Time (hr)	35.1	29.1	34.0	32.1	30.1	29.2	28.8
Total Delay (hr)	14.5	9.9	12.4	12.2	10.9	9.7	10.1
Total Stops	980	760	957	892	837	772	785
Fuel Used (gal)	27.3	24.6	29.0	26.4	25.0	25.0	24.1

Interval #1 Information Grow

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	828	815	772	794
Vehs Exited	822	828	785	793
Starting Vehs	122	131	118	120
Ending Vehs	128	118	105	123
Travel Distance (mi)	727	712	680	690
Travel Time (hr)	33.6	32.3	30.0	31.4
Total Delay (hr)	12.6	11.6	10.2	11.4
Total Stops	926	877	782	857
Fuel Used (gal)	27.6	27.0	25.8	26.2

Interval #2 Information Peak

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	930	887	865	857	887	889	944
Vehs Exited	876	856	851	859	867	848	929
Starting Vehs	142	130	121	132	130	127	124
Ending Vehs	196	161	135	130	150	168	139
Travel Distance (mi)	774	749	753	743	744	753	792
Travel Time (hr)	41.4	37.2	37.5	35.7	34.6	43.0	38.6
Total Delay (hr)	19.0	15.5	15.8	14.2	12.9	21.0	15.7
Total Stops	1082	1002	997	948	922	1153	1030
Fuel Used (gal)	30.4	28.8	29.0	28.0	27.9	30.2	30.3

Interval #2 Information Peak

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	7	8	9	Avg
Vehs Entered	918	881	910	896
Vehs Exited	865	866	830	862
Starting Vehs	128	118	105	123
Ending Vehs	181	133	185	154
Travel Distance (mi)	775	757	760	760
Travel Time (hr)	37.9	35.2	36.4	37.8
Total Delay (hr)	15.6	13.2	14.4	15.7
Total Stops	1051	960	984	1012
Fuel Used (gal)	29.8	28.4	28.4	29.1

Interval #3 Information Stabilize

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	806	776	782	805	800	771	779
Vehs Exited	829	806	789	799	810	763	771
Starting Vehs	196	161	135	130	150	168	139
Ending Vehs	173	131	128	136	140	176	147
Travel Distance (mi)	719	691	700	713	705	692	680
Travel Time (hr)	42.4	36.2	32.3	32.6	35.7	42.9	33.2
Total Delay (hr)	21.5	16.2	12.1	11.9	15.0	22.9	13.5
Total Stops	959	968	823	864	929	988	893
Fuel Used (gal)	29.3	27.3	26.3	26.7	27.8	28.9	26.4

Interval #3 Information Stabilize

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	776	730	779	780
Vehs Exited	781	751	802	789
Starting Vehs	181	133	185	154
Ending Vehs	176	112	162	141
Travel Distance (mi)	694	670	694	696
Travel Time (hr)	40.9	31.6	41.6	36.9
Total Delay (hr)	20.8	12.2	21.4	16.8
Total Stops	993	824	1029	926
Fuel Used (gal)	28.5	25.5	28.6	27.5

Interval #4 Information Recover

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	10	2	3	4	5	6
Vehs Entered	791	793	789	788	829	775	780
Vehs Exited	825	765	810	794	803	784	808
Starting Vehs	173	131	128	136	140	176	147
Ending Vehs	139	159	107	130	166	167	119
Travel Distance (mi)	681	674	685	685	724	680	704
Travel Time (hr)	39.9	32.5	30.2	32.4	33.9	38.1	32.8
Total Delay (hr)	20.2	12.9	10.3	12.5	12.8	18.3	12.6
Total Stops	828	896	809	892	914	851	857
Fuel Used (gal)	27.4	25.8	25.7	26.1	27.2	27.2	26.7

Interval #4 Information Recover

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	7	8	9	Avg
Vehs Entered	793	800	792	794
Vehs Exited	833	793	800	800
Starting Vehs	176	112	162	141
Ending Vehs	136	119	154	137
Travel Distance (mi)	699	703	666	690
Travel Time (hr)	40.3	31.7	37.4	34.9
Total Delay (hr)	19.8	11.4	18.1	14.9
Total Stops	929	860	907	874
Fuel Used (gal)	28.3	26.5	26.8	26.8

Intersection: 100: Old NC 86 & Rippy Lane/Waterstone Drive

Movement	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	LT	R	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	49	225	234	219	19	225	253	139	174	207	168	178
Average Queue (ft)	12	126	130	93	2	113	127	58	66	119	78	80
95th Queue (ft)	38	201	209	178	11	198	216	111	151	188	146	149
Link Distance (ft)	955		1363	1363		1008	1008				1266	1266
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)		300			200			425	300	300		
Storage Blk Time (%)		0	0			1						
Queuing Penalty (veh)		0	0			0						

Intersection: 110: Old NC 86 & I-40 WB Ramp

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	L	T	T	TR
Maximum Queue (ft)	149	47	171	22	27	70
Average Queue (ft)	56	3	68	1	1	7
95th Queue (ft)	121	46	134	22	19	41
Link Distance (ft)		1219		677	1008	1008
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	225		225			
Storage Blk Time (%)	0	0	0	0		
Queuing Penalty (veh)	2	0	2	0		

Intersection: 120: Old NC 86 & I-40 EB Ramp

Movement	EB	EB	NB	SB	SB
Directions Served	LT	R	TR	L	T
Maximum Queue (ft)	184	123	477	620	350
Average Queue (ft)	93	51	380	350	80
95th Queue (ft)	163	104	519	587	231
Link Distance (ft)	1130		380	677	677
Upstream Blk Time (%)			18	2	0
Queuing Penalty (veh)			110	8	1
Storage Bay Dist (ft)		200			
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 130: Old NC 86 & Service Road

Movement	EB	EB	NB	NB
Directions Served	L	R	L	T
Maximum Queue (ft)	539	185	54	170
Average Queue (ft)	245	44	6	20
95th Queue (ft)	667	157	32	95
Link Distance (ft)	1094			1488
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100	50	
Storage Blk Time (%)	48	0	0	4
Queuing Penalty (veh)	14	0	0	1

Intersection: 140: Old NC 86 & Davis Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	143	205	203
Average Queue (ft)	71	86	94
95th Queue (ft)	124	160	175
Link Distance (ft)	944	1365	696
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 150: Warehouse A Dvwy & Service Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	52	6
Average Queue (ft)	25	0
95th Queue (ft)	44	3
Link Distance (ft)	896	1025
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 160: Warehouse B Dvwy & Service Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	23	58
Average Queue (ft)	1	23
95th Queue (ft)	11	47
Link Distance (ft)	1494	677
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 170: Warehouse C Dvwy & Service Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	28	48
Average Queue (ft)	2	22
95th Queue (ft)	16	44
Link Distance (ft)	1094	385
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 180: Davis Road & Warehouse D Dvwy.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	8	61
Average Queue (ft)	0	30
95th Queue (ft)	5	51
Link Distance (ft)	1650	1027
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

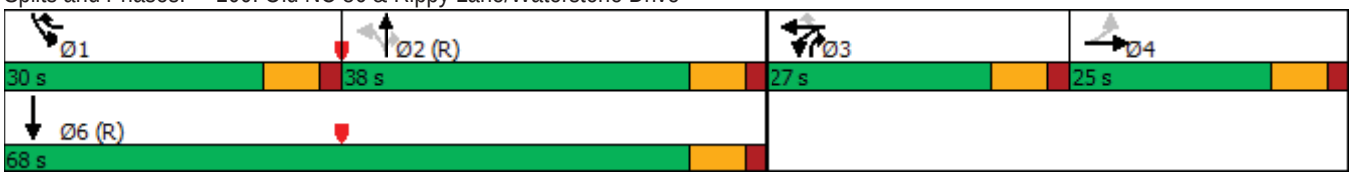
Network wide Queuing Penalty: 138

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	252	4	261	4	532	433	429	692	4
Future Volume (vph)	4	4	4	252	4	261	4	532	433	429	692	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	200		425	300		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			200		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.955				0.850			0.850		0.999	
Flt Protected		0.984		0.950	0.954		0.950			0.950		
Satd. Flow (prot)	0	1750	0	1681	1688	1583	1770	3539	1583	3433	3536	0
Flt Permitted		0.831		0.950	0.954		0.359			0.950		
Satd. Flow (perm)	0	1478	0	1681	1688	1583	669	3539	1583	3433	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				290			481		1	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		1013			1441			1110			1308	
Travel Time (s)		27.6			28.1			16.8			19.8	
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)	4	4	4	280	4	290	4	591	481	477	769	4
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	0	12	0	143	141	290	4	591	481	477	773	0
Turn Type	Perm	NA		Split	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases		4		3	3	1		2	3	1	6	
Permitted Phases	4					3	2		2			
Detector Phase	4	4		3	3	1	2	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	12.0	12.0	7.0	7.0	12.0	
Minimum Split (s)	25.0	25.0		25.0	25.0	14.0	25.0	25.0	25.0	14.0	25.0	
Total Split (s)	25.0	25.0		27.0	27.0	30.0	38.0	38.0	27.0	30.0	68.0	
Total Split (%)	20.8%	20.8%		22.5%	22.5%	25.0%	31.7%	31.7%	22.5%	25.0%	56.7%	
Maximum Green (s)	18.0	18.0		20.0	20.0	23.0	31.0	31.0	20.0	23.0	61.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	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	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	None	None	C-Min	
Act Effct Green (s)		9.2		18.3	18.3	45.6	56.6	56.6	79.9	24.3	86.0	
Actuated g/C Ratio		0.08		0.15	0.15	0.38	0.47	0.47	0.67	0.20	0.72	
v/c Ratio		0.10		0.56	0.55	0.37	0.01	0.35	0.40	0.69	0.31	
Control Delay		43.5		54.9	54.5	2.8	26.2	24.0	2.2	49.2	8.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		43.5		54.9	54.5	2.8	26.2	24.0	2.2	49.2	8.0	
LOS		D		D	D	A	C	C	A	D	A	
Approach Delay		43.5			28.5			14.3			23.7	
Approach LOS		D			C			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		6		108	106	0	2	137	0	177	84	
Queue Length 95th (ft)		26		175	172	34	11	255	48	220	185	
Internal Link Dist (ft)		933			1361			1030			1228	
Turn Bay Length (ft)				300			200		425	300		
Base Capacity (vph)		249		309	310	803	315	1669	1249	754	2533	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.05		0.46	0.45	0.36	0.01	0.35	0.39	0.63	0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 100: Old NC 86 & Rippy Lane/Waterstone Drive



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	19	4	470	75	499	0	0	853	95
Future Vol, veh/h	0	0	0	19	4	470	75	499	0	0	853	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	21	4	522	83	554	0	0	948	106

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1194	1774	-	1054	0	-	-	-	0
Stage 1	720	720	-	-	-	-	-	-	-
Stage 2	474	1054	-	-	-	-	-	-	-
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	192	82	0	658	-	0	0	-	-
Stage 1	481	431	0	-	-	0	0	-	-
Stage 2	593	302	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	168	0	-	658	-	-	-	-	-
Mov Cap-2 Maneuver	168	0	-	-	-	-	-	-	-
Stage 1	420	0	-	-	-	-	-	-	-
Stage 2	593	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.2	1.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	658	-	168	-	-	-
HCM Lane V/C Ratio	0.127	-	0.152	-	-	-
HCM Control Delay (s)	11.3	-	30.2	0	-	-
HCM Lane LOS	B	-	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-	-

Intersection	
Int Delay, s/veh	509.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	157	4	91	0	0	0	0	416	77	631	241	0
Future Vol, veh/h	157	4	91	0	0	0	0	416	77	631	241	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	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	174	4	101	0	0	0	0	462	86	701	268	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2175	2218	268	-	0	0	548	0	0
Stage 1	1670	1670	-	-	-	-	-	-	-
Stage 2	505	548	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 51	44	771	0	-	-	1021	-	0
Stage 1	~ 168	153	-	0	-	-	-	-	0
Stage 2	606	517	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	~ 16	0	771	-	-	-	1021	-	-
Mov Cap-2 Maneuver	~ 16	0	-	-	-	-	-	-	-
Stage 1	~ 168	0	-	-	-	-	-	-	-
Stage 2	190	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	3227.8	0	11.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	16	771	1021	-
HCM Lane V/C Ratio	-	-	11.181	0.131	0.687	-
HCM Control Delay (s)	-	-	$ 5046.3	10.4	15.9	-
HCM Lane LOS	-	-	F	B	C	-
HCM 95th %tile Q(veh)	-	-	23.2	0.5	5.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	4	490	328	4
Future Vol, veh/h	4	4	4	490	328	4
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	-	-	-	-	-
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	4	4	544	364	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	918	366	368	0	-	0
Stage 1	366	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	302	679	1191	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	300	679	1191	-	-	-
Mov Cap-2 Maneuver	300	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	416	-	-
HCM Lane V/C Ratio	0.004	-	0.021	-	-
HCM Control Delay (s)	8	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

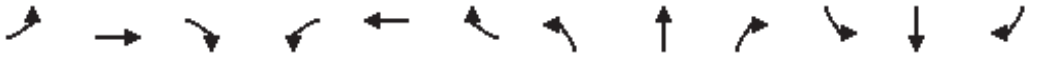
Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	157	19	28	337	280	53
Future Vol, veh/h	157	19	28	337	280	53
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	-	-	-	-	-
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	174	21	31	374	311	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	777	341	370	0	-	0
Stage 1	341	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	365	701	1189	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	353	701	1189	-	-	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.8	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1189	-	373	-	-
HCM Lane V/C Ratio	0.026	-	0.524	-	-
HCM Control Delay (s)	8.1	0	24.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.9	-	-

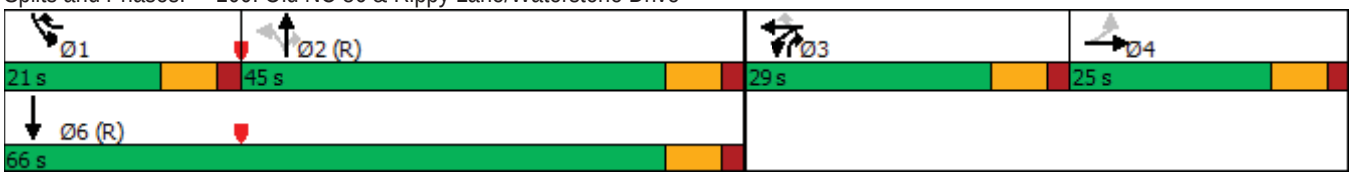


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	388	4	332	4	701	314	240	613	4
Future Volume (vph)	4	4	4	388	4	332	4	701	314	240	613	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	200		425	300		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			200		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.955				0.850			0.850		0.999	
Flt Protected		0.984		0.950	0.953		0.950			0.950		
Satd. Flow (prot)	0	1750	0	1681	1686	1583	1770	3539	1583	3433	3536	0
Flt Permitted		0.799		0.950	0.953		0.391			0.950		
Satd. Flow (perm)	0	1421	0	1681	1686	1583	728	3539	1583	3433	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				369			349		1	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		1013			1441			1110			1308	
Travel Time (s)		27.6			28.1			16.8			19.8	
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)	4	4	4	431	4	369	4	779	349	267	681	4
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	12	0	215	220	369	4	779	349	267	685	0
Turn Type	Perm	NA		Split	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases		4		3	3	1		2	3	1	6	
Permitted Phases	4					3	2		2			
Detector Phase	4	4		3	3	1	2	2	3	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	12.0	12.0	7.0	7.0	12.0	
Minimum Split (s)	25.0	25.0		25.0	25.0	14.0	25.0	25.0	25.0	14.0	25.0	
Total Split (s)	25.0	25.0		29.0	29.0	21.0	45.0	45.0	29.0	21.0	66.0	
Total Split (%)	20.8%	20.8%		24.2%	24.2%	17.5%	37.5%	37.5%	24.2%	17.5%	55.0%	
Maximum Green (s)	18.0	18.0		22.0	22.0	14.0	38.0	38.0	22.0	14.0	59.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	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	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	None	None	C-Min	
Act Effct Green (s)		9.2		22.6	22.6	42.5	59.7	59.7	87.4	16.9	81.6	
Actuated g/C Ratio		0.08		0.19	0.19	0.35	0.50	0.50	0.73	0.14	0.68	
v/c Ratio		0.11		0.68	0.69	0.46	0.01	0.44	0.28	0.55	0.28	
Control Delay		43.6		56.2	57.0	3.5	23.0	23.1	1.6	52.1	9.4	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		43.6		56.2	57.0	3.5	23.0	23.1	1.6	52.1	9.4	
LOS		D		E	E	A	C	C	A	D	A	
Approach Delay		43.6			32.2			16.5			21.4	
Approach LOS		D			C			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		6		161	165	0	1	182	0	101	88	
Queue Length 95th (ft)		26		252	258	44	10	317	35	139	169	
Internal Link Dist (ft)		933			1361			1030			1228	
Turn Bay Length (ft)				300			200		425	300		
Base Capacity (vph)		240		350	351	807	362	1761	1271	508	2405	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.05		0.61	0.63	0.46	0.01	0.44	0.27	0.53	0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 100: Old NC 86 & Rippy Lane/Waterstone Drive



Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	44	4	580	84	440	0	0	846	159
Future Vol, veh/h	0	0	0	44	4	580	84	440	0	0	846	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	49	4	644	93	489	0	0	940	177

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1145	1792	-	1117	0	-	-	-	0
Stage 1	675	675	-	-	-	-	-	-	-
Stage 2	470	1117	-	-	-	-	-	-	-
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	206	80	0	623	-	0	0	-	-
Stage 1	505	452	0	-	-	0	0	-	-
Stage 2	596	282	0	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	175	0	-	623	-	-	-	-	-
Mov Cap-2 Maneuver	175	0	-	-	-	-	-	-	-
Stage 1	430	0	-	-	-	-	-	-	-
Stage 2	596	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.3	1.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	623	-	175	-	-	-
HCM Lane V/C Ratio	0.15	-	0.305	-	-	-
HCM Control Delay (s)	11.8	-	34.3	0	-	-
HCM Lane LOS	B	-	D	A	-	-
HCM 95th %tile Q(veh)	0.5	-	1.2	-	-	-

Intersection	
Int Delay, s/veh	158.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	121	4	44	0	0	0	0	403	21	511	378	0
Future Vol, veh/h	121	4	44	0	0	0	0	403	21	511	378	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	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	134	4	49	0	0	0	0	448	23	568	420	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2016	2027	420	-	0	0	471	0	0
Stage 1	1556	1556	-	-	-	-	-	-	-
Stage 2	460	471	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 64	58	633	0	-	-	1091	-	0
Stage 1	191	174	-	0	-	-	-	-	0
Stage 2	636	560	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	~ 31	0	633	-	-	-	1091	-	-
Mov Cap-2 Maneuver	~ 31	0	-	-	-	-	-	-	-
Stage 1	191	0	-	-	-	-	-	-	-
Stage 2	305	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1352.5	0	6.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	31	633	1091	-
HCM Lane V/C Ratio	-	-	4.48	0.077	0.52	-
HCM Control Delay (s)	-	-	$ 1824.7	11.2	11.8	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	16.6	0.2	3.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	4	420	419	4
Future Vol, veh/h	4	4	4	420	419	4
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	-	-	-	-	-
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	4	4	467	466	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	943	468	470	0	-	0
Stage 1	468	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	291	595	1092	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	290	595	1092	-	-	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1092	-	390	-	-
HCM Lane V/C Ratio	0.004	-	0.023	-	-
HCM Control Delay (s)	8.3	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

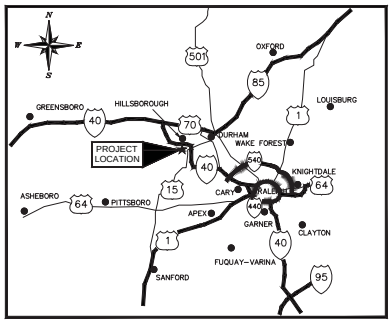
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	27	41	358	288	135
Future Vol, veh/h	67	27	41	358	288	135
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	-	-	-	-	-
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	74	30	46	398	320	150

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	885	395	470	0	-	0
Stage 1	395	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	315	654	1092	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	298	654	1092	-	-	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	616	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1092	-	353	-	-
HCM Lane V/C Ratio	0.042	-	0.296	-	-
HCM Control Delay (s)	8.4	0	19.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-



PROJECT LOCATION
NTS

CONDITIONAL ZONING MASTER PLAN FOR:

RESEARCH TRIANGLE LOGISTICS PARK

SITE PLAN IS FOR ILLUSTRATIVE PURPOSES -
ACTUAL PLANS MAY MATERIALLY VARY

I-40 AND OLD N.C HWY 86
HILLSBOROUGH, NC 27278
ORANGE COUNTY

A DEVELOPMENT BY:
TERRA EQUITY, INC.

Sheet List Table

Sheet Number	Sheet Title
C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS
C2.0	OVERALL PRELIMINARY SITE PLAN
C2.1	PRELIMINARY SITE LAYOUT BUILDING 'A'
C2.2	PRELIMINARY SITE LAYOUT BUILDING 'B'
C2.3	PRELIMINARY SITE LAYOUT BUILDING 'C'
C2.4	PRELIMINARY SITE LAYOUT BUILDING 'D'
C3.0	ENVIRONMENTAL FEATURES MAP
C4.0	WATER AND SEWER MAP
C5.0	INTERNAL ROADWAYS MAP
C6.0	LANDSCAPE BUFFERS PLAN

PROJECT OWNER AND CONSULTANT

SITE DEVELOPER: TERRA EQUITY, INC.
MERIDIAN BUILDING
3810 SPRINGHURST BLVD., SUITE 120
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PHONE: (502) 412-2800
ATTN.: FRANK CSAPO
fcsapo@BarristerCG.com

CIVIL ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
421 FAYETTEVILLE ST., SUITE 600
RALEIGH, NORTH CAROLINA 27601
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ATTN.: CHRIS BOSTIC, P.E.
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ATTN.: JONATHAN MURPHY, PLS
raleigh@murphygeomatics.com

PREPARED IN THE OFFICE OF:
Kimley»Horn

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PHONE: (919) 677–2000

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SEAL:

JULY 14, 2020

JOB NUMBER: 013560000

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KHA PROJECT 013560000
DATE 07/14/2020
SCALE AS SHOWN
DESIGNED BY JCB
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RTLP HILLSBOROUGH INDUSTRIAL PARK
PREPARED FOR
BARRISTER CONSTRUCTION
HILLSBOROUGH NORTH CAROLINA

COVER SHEET

SHEET NUMBER C0.0

Plotted By:Hall, Wes Sheet Set:RTLP Hillsborough Layout:C0.0 COVER SHEET July 17, 2020 04:47:20pm K:\RAL_LDEV\013560000_rtlp-hillsborough\planning phase\15_cad files\plansheets\C0.0 COVER SHEET.dwg
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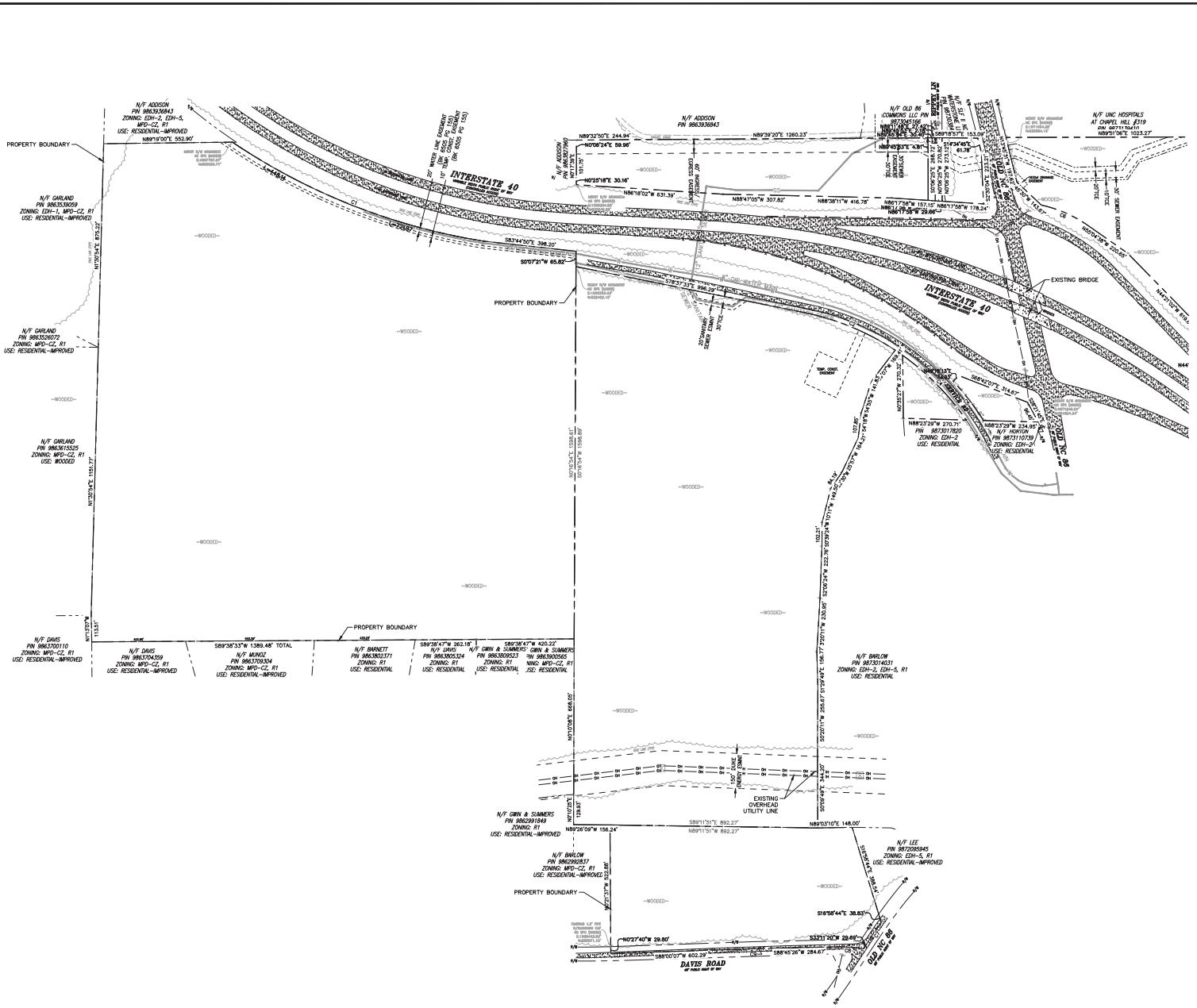
EXISTING CONDITIONS LEGEND
PROPERTY LINE
ADJACENT PROPERTY LINE
EASEMENT LINE
EXISTING FENCE
EXISTING OVERHEAD UTILITY
EXISTING ROAD
EXISTING BRIDGE/HEAVY DUTY CONCRETE
INTERSTATE 40
DAVIS ROAD
OLD NC 86
PROPERTY BOUNDARY
EXISTING BRIDGE
EXISTING OVERHEAD UTILITY LINE
N/F ADDISON PIN 9863536843 ZONING: EDH-2, EDH-5, MPD-CZ, R1 USE: RESIDENTIAL-IMPROVED
N/F GARLAND PIN 9863539059 ZONING: EDH-1, MPD-CZ, R1 USE: RESIDENTIAL-IMPROVED
N/F GARLAND PIN 9863526072 ZONING: MPD-CZ, R1 USE: RESIDENTIAL-IMPROVED
N/F GARLAND PIN 9863615525 ZONING: MPD-CZ, R1 USE: WOODED
N/F DAVIS PIN 9863700110 ZONING: MPD-CZ, R1 USE: RESIDENTIAL-IMPROVED
N/F DAVIS PIN 9863704359 ZONING: MPD-CZ, R1 USE: RESIDENTIAL-IMPROVED
N/F MUNOZ PIN 9863709304 ZONING: MPD-CZ, R1 USE: RESIDENTIAL-IMPROVED
N/F BARNETT PIN 9863803371 ZONING: R1 USE: RESIDENTIAL
N/F DAVIS PIN 9863805324 ZONING: R1 USE: RESIDENTIAL
N/F GWN & SUMMERS PIN 9863805633 ZONING: MPD-CZ, R1 USE: RESIDENTIAL
N/F GWN & SUMMERS PIN 9863905565 ZONING: MPD-CZ, R1 USE: RESIDENTIAL
N/F GWN & SUMMERS PIN 9862991849 ZONING: R1 USE: RESIDENTIAL-IMPROVED
N/F BARLOW PIN 9863290837 ZONING: MPD-CZ, R1 USE: RESIDENTIAL-IMPROVED
N/F BARLOW PIN 9873014031 ZONING: EDH-2, EDH-5, R1 USE: RESIDENTIAL
N/F OLD 86 COMMONS LLC PIN 9873045168 ZONING: EDH-2 USE: RESIDENTIAL
N/F UNC HOSPITALS AT CHAPEL HILL #319 PIN 9873110410 N89°51'06"E 1023.27'
N/F ADDISON PIN 9863536843
N/F HORTON PIN 9873110739 ZONING: EDH-2 USE: RESIDENTIAL
N/F LEE PIN 9872005945 ZONING: EDH-5, R1 USE: RESIDENTIAL-IMPROVED
N89°19'00"E 552.90'
N1°30'54"E 875.25'
N1°30'54"E 1151.77'
N1°13'07"W 113.51'
S89°38'33"W 1389.48' TOTAL
S89°38'47"W 262.18'
S89°38'47"W 420.22'
N89°32'50"E 244.24'
N89°39'20"E 1260.23'
N0°08'24"E 59.96'
N0°25'18"E 30.16'
N86°18'02"W 631.39'
N88°47'05"W 307.82'
N88°35'11"W 416.78'
N86°17'58"W 157.16'
N86°17'58"W 178.24'
N86°17'58"W 29.66'
S89°18'57"E 153.09'
S1°34'45"E 61.78'
S83°44'50"E 398.20'
S0°07'21"W 65.82'
S78°37'33"E 896.29'
N64°07'07"E 314.67'
N89°23'29"W 270.71'
N89°23'29"W 234.95'
N0°25'27"W 270.30'
N0°25'27"W 270.82'
N0°08'24"E 270.82'
N0°08'24"E 273.53'
S1°04'04"E 233.31'
S1°04'04"E 233.31'
N1°07'38"E 107.75'
N1°07'38"E 102.85'
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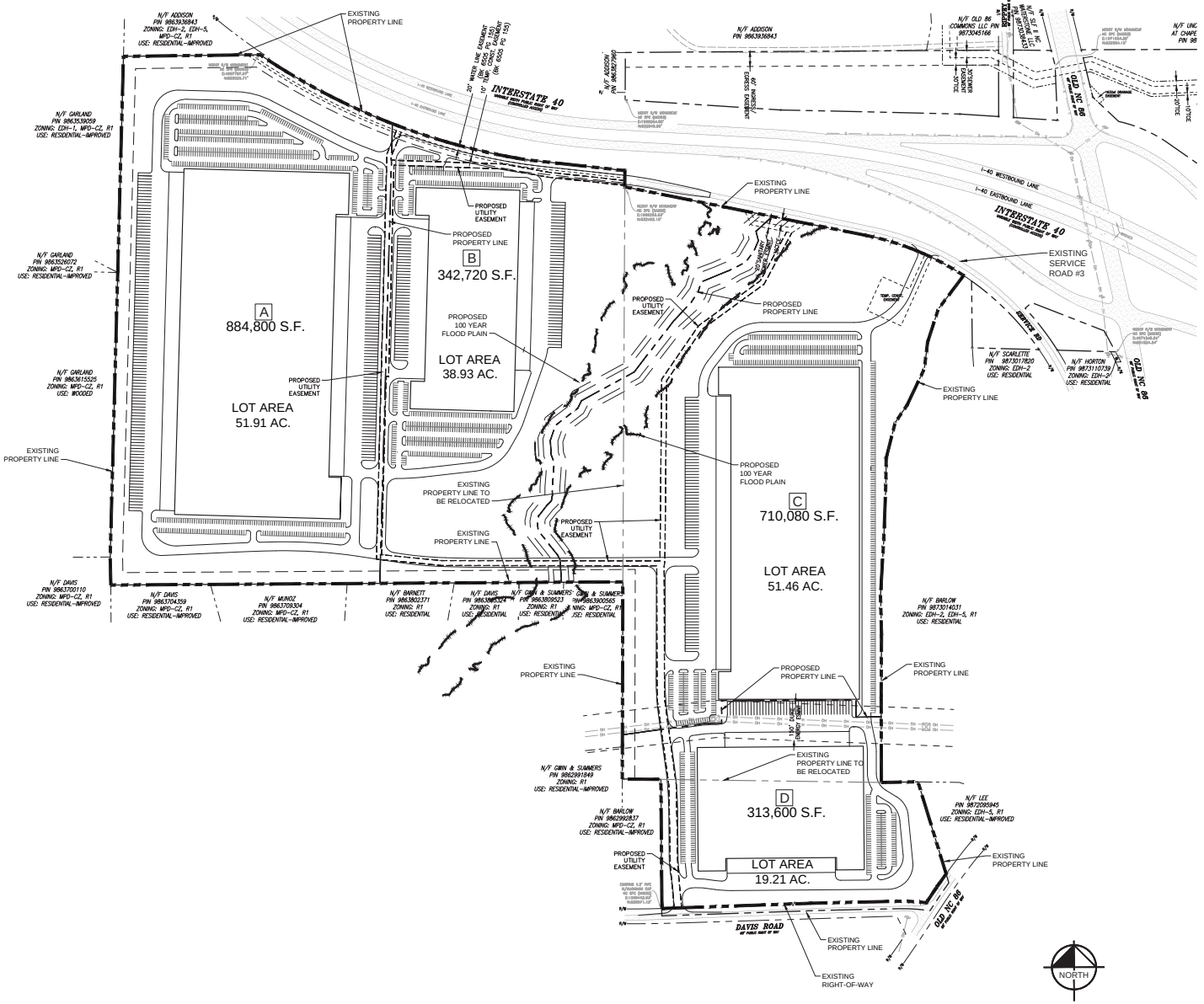
N1°07'38"E 102.85



NOTES:

- MAXIMUM FLOOR AREA RATIO (FAR) OF 0.65
- MAXIMUM BUILDING HEIGHT OF 60'

SITE PLANS ARE CONCEPTUAL IN NATURE AND SUBJECT CHANGE.

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OVERALL PRELIMINARY SITE PLAN

RTLP HILLSBOROUGH INDUSTRIAL PARK
PREPARED FOR
BARRISTER CONSTRUCTION
HILLSBOROUGH NORTH CAROLINA

SHEET NUMBER
C2.0

Plotted By:Bell, JJ Sheet Set:RTLP Hillsborough Layout:C2.0 OVERALL PRELIMINARY SITE PLAN July 16, 2020 04:55:58pm K:\RAL_LDEV\013560000_rtlp-hillsborough\planning phase\15_cad files\plansheets\C2.0 PRELIMINARY SITE PLAN.dwg
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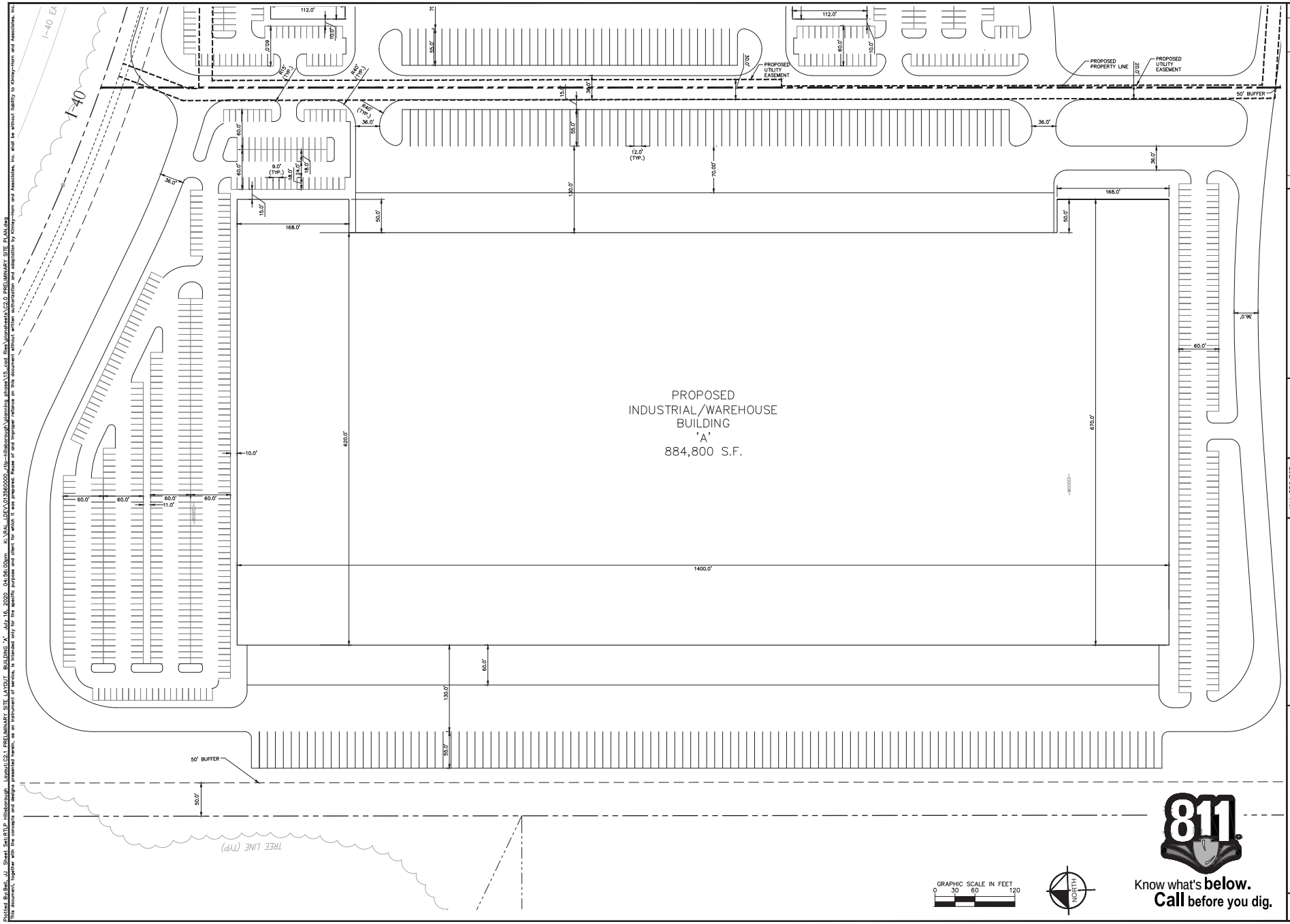

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PRELIMINARY SITE LAYOUT BUILDING 'A'

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SHEET NUMBER
C2.1

Plotted By:Bell, JJ Sheet Set:RTLP Hillsborough Layout:C2.1 PRELIMINARY SITE LAYOUT BUILDING 'A' July 16, 2020 04:56:09pm K:\RAL_LDEV\013560000_rtlp-hillsborough\planning phase\15_cad files\plansheet\V2.0 PRELIMINARY SITE PLAN.dwg
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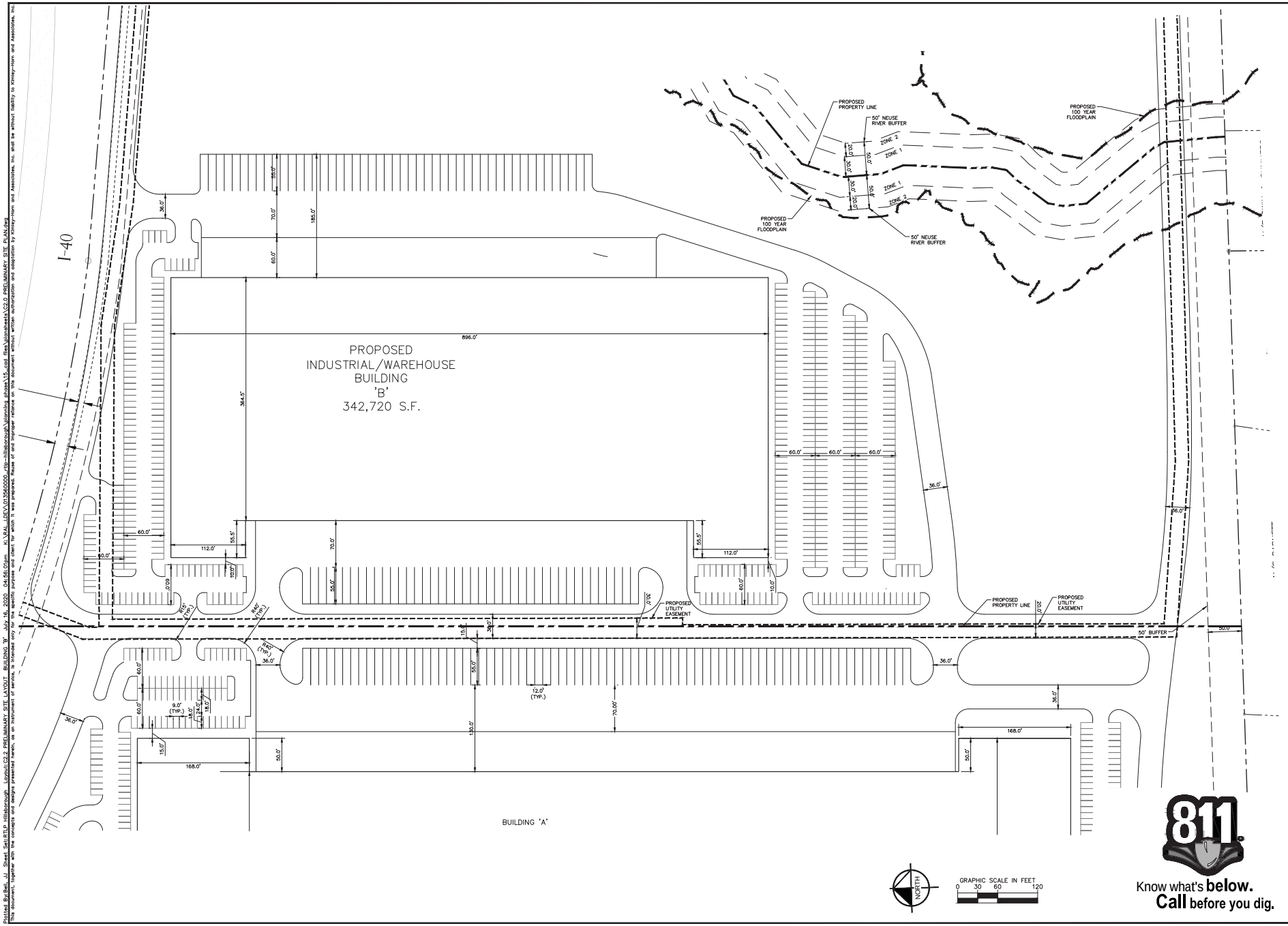

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PRELIMINARY SITE LAYOUT BUILDING 'B'

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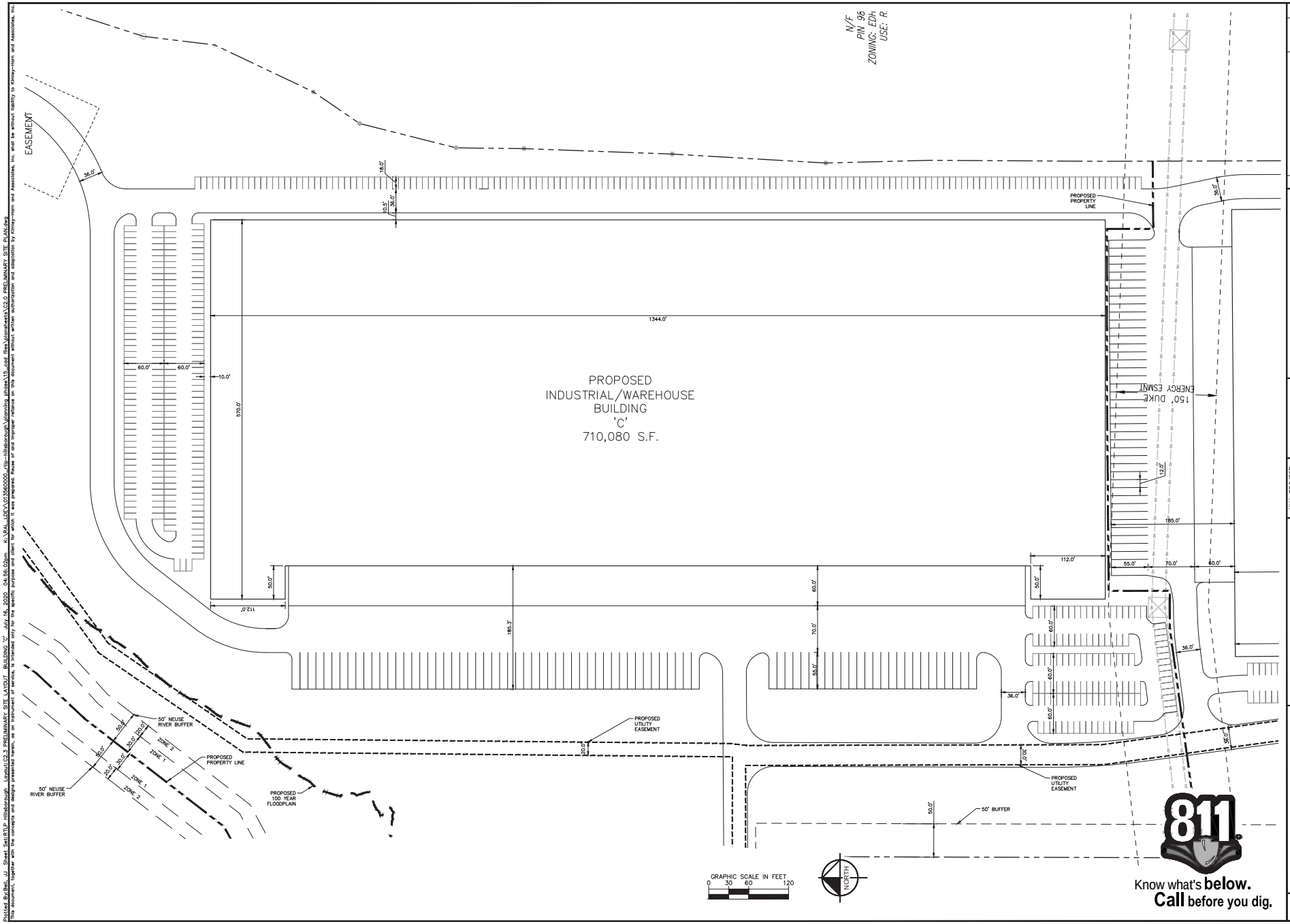
BARRISTER CONSTRUCTION
HILLSBOROUGH NORTH CAROLINA

SHEET NUMBER
C2.2



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PRELIMINARY SITE
LAYOUT BUILDING 'C'

RTLP HILLSBOROUGH
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SHEET NUMBER
C2.3

Plotted By:Bell, JJ Sheet Set:RTLP Hillsborough Layout:C2.3 PRELIMINARY SITE LAYOUT BUILDING 'C' July 16, 2020 04:56:02pm K:\RAL_LDEV\013560000.dtp=hillsborough\planning plans\15_cad files\plansheet\V2.0 PRELIMINARY SITE PLAN.dwg
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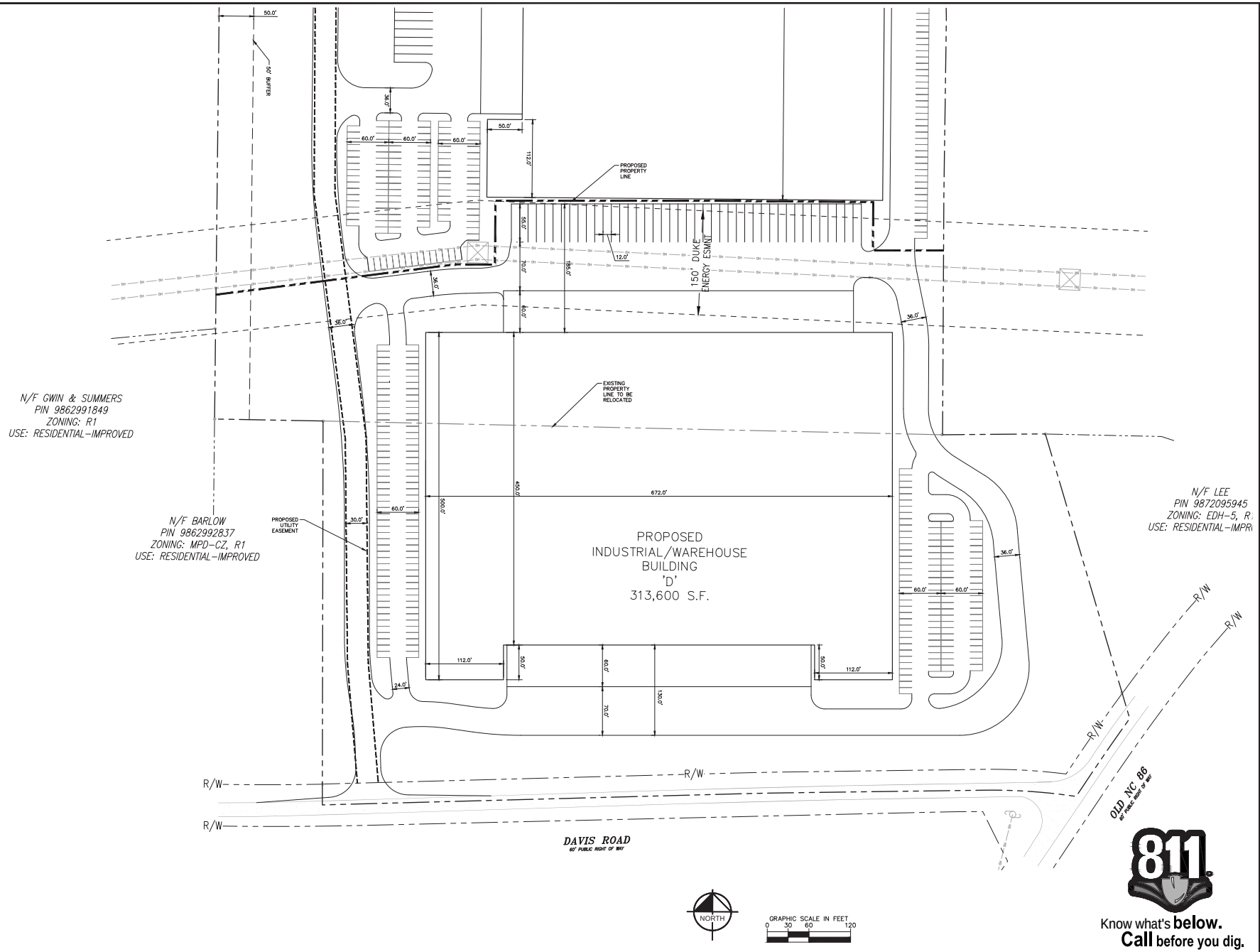

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PRELIMINARY SITE LAYOUT BUILDING 'D'

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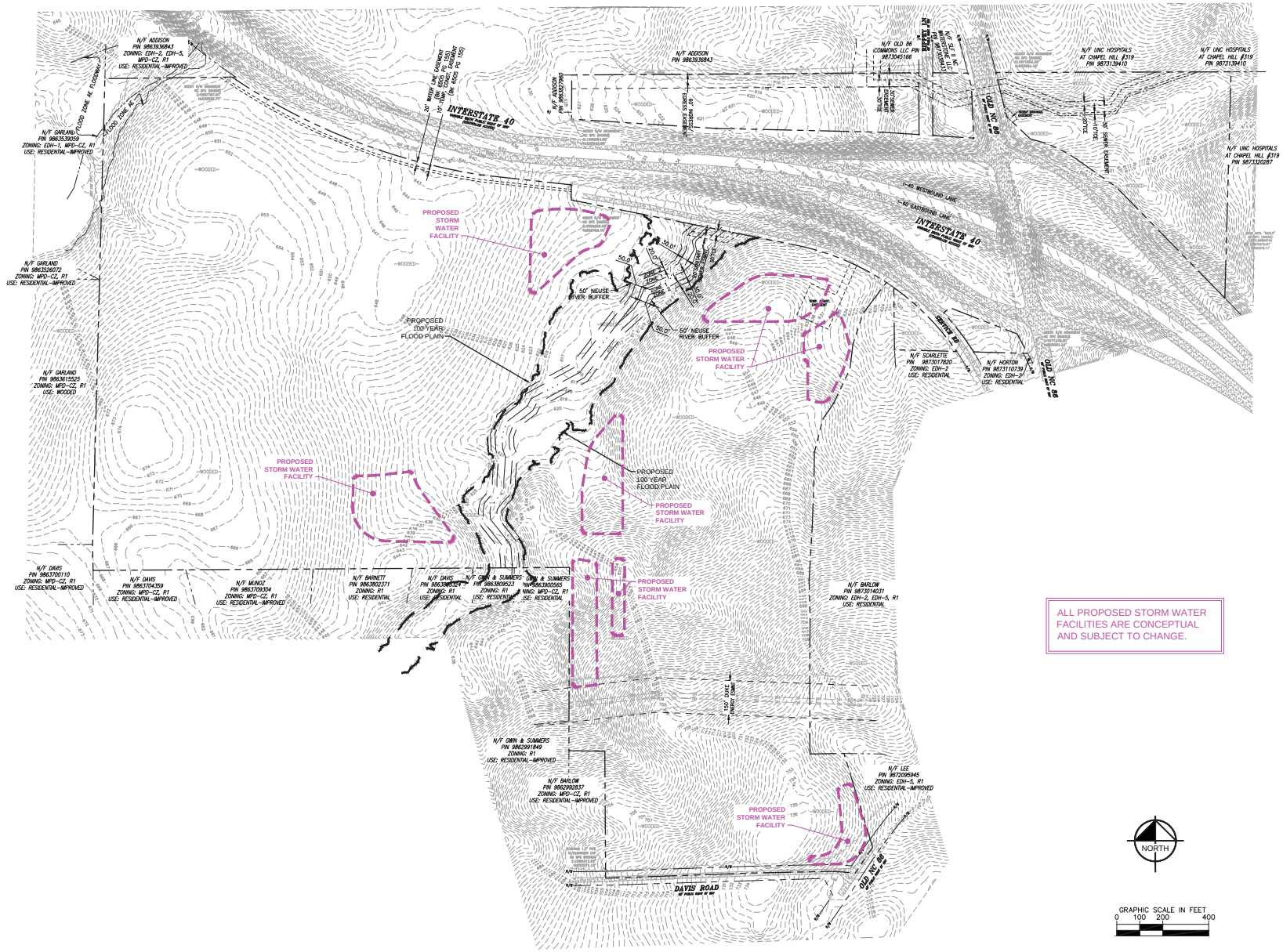
SHEET NUMBER
C2.4



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ENVIRONMENTAL FEATURES MAP

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Plotted By:Bell, JJ Sheet Set:RTLP Hillsborough Layout:C3.0 ENVIRONMENTAL FEATURES MAP July 16, 2020 04:56:12pm K:\RAL_DEV\013560000_rtlp-hillsborough\planning phase\15_cad files\plansheets\C3.0 ENVIRONMENTAL FEATURES MAP.dwg
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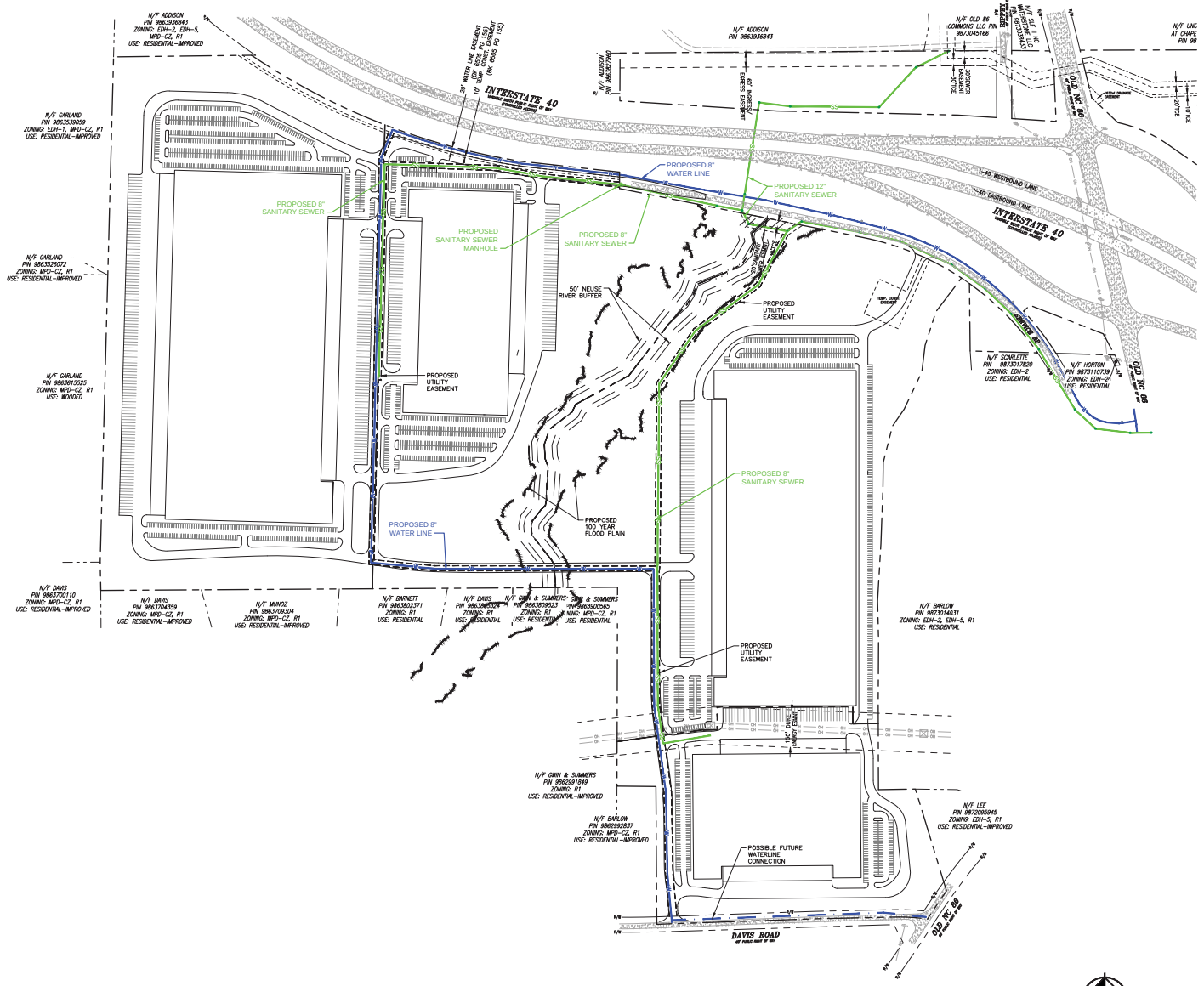

UTILITY LEGEND

- PROPERTY LINE
- W — WATER LINE
- FW — FIRE LINE
- SS — SANITARY SEWER LINE
- E — ELECTRIC
- FO — FIBER OPTIC
- G — GAS
- P — POWER
- T — TELECOMMUNICATION
- TV — CABLE
- LIGHT POLE
- WATER METER
- GATE VALVE
- POINT OF CONNECTION
- BACKFLOW PREVENTOR
- PIPE TEE/BENDS
- REDUCER
- FIRE HYDRANT (FH)
- FIRE DEPARTMENT CONNECTION (FDC)
- SANITARY SEWER CLEANOUT (SSCO)
- SANITARY SEWER MANHOLE (SSMH)
- SANITARY SEWER GREASE TRAP

ALL UTILITY LOCATIONS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

SUFFICIENT WATER FLOW AND PRESSURE FOR FIRE FLOWS WILL BE PROVIDED AT TIME OF CERTIFICATE OF OCCUPANCY.

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RTLP HILLSBOROUGH INDUSTRIAL PARK

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WATER AND SEWER MAP

SHEET NUMBER
C4.0

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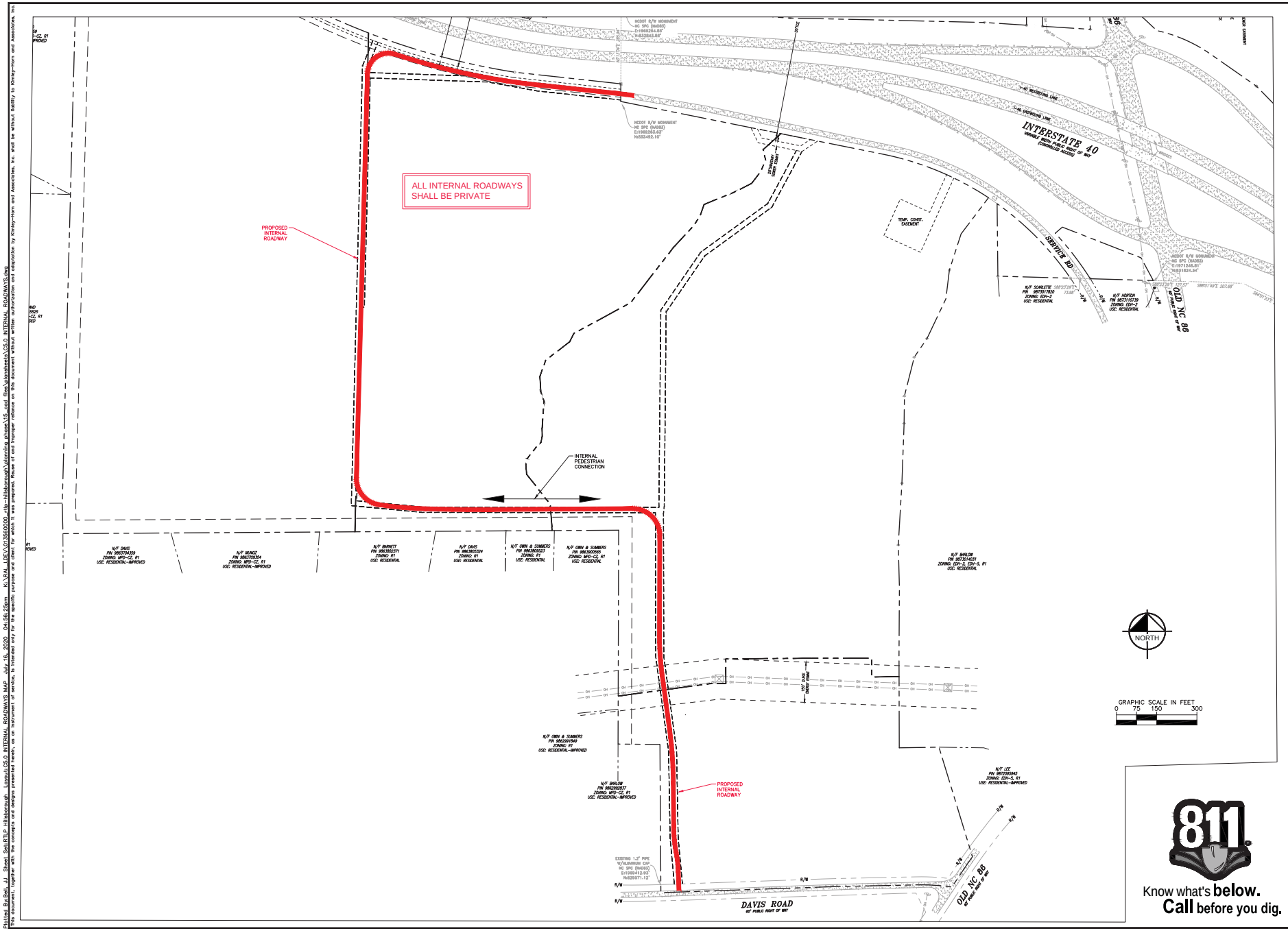

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INTERNAL ROADWAYS MAP

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C5.0

Plotted By:Bell, JJ Sheet Set:RTLP Hillsborough Layout:C5.0 INTERNAL ROADWAYS MAP July 16, 2020 04:56:23pm K:\RAL_LDEV\013560000_rtlp-hillsborough\visioning phase\15_cad files\plansheets\C5.0 INTERNAL ROADWAYS.dwg
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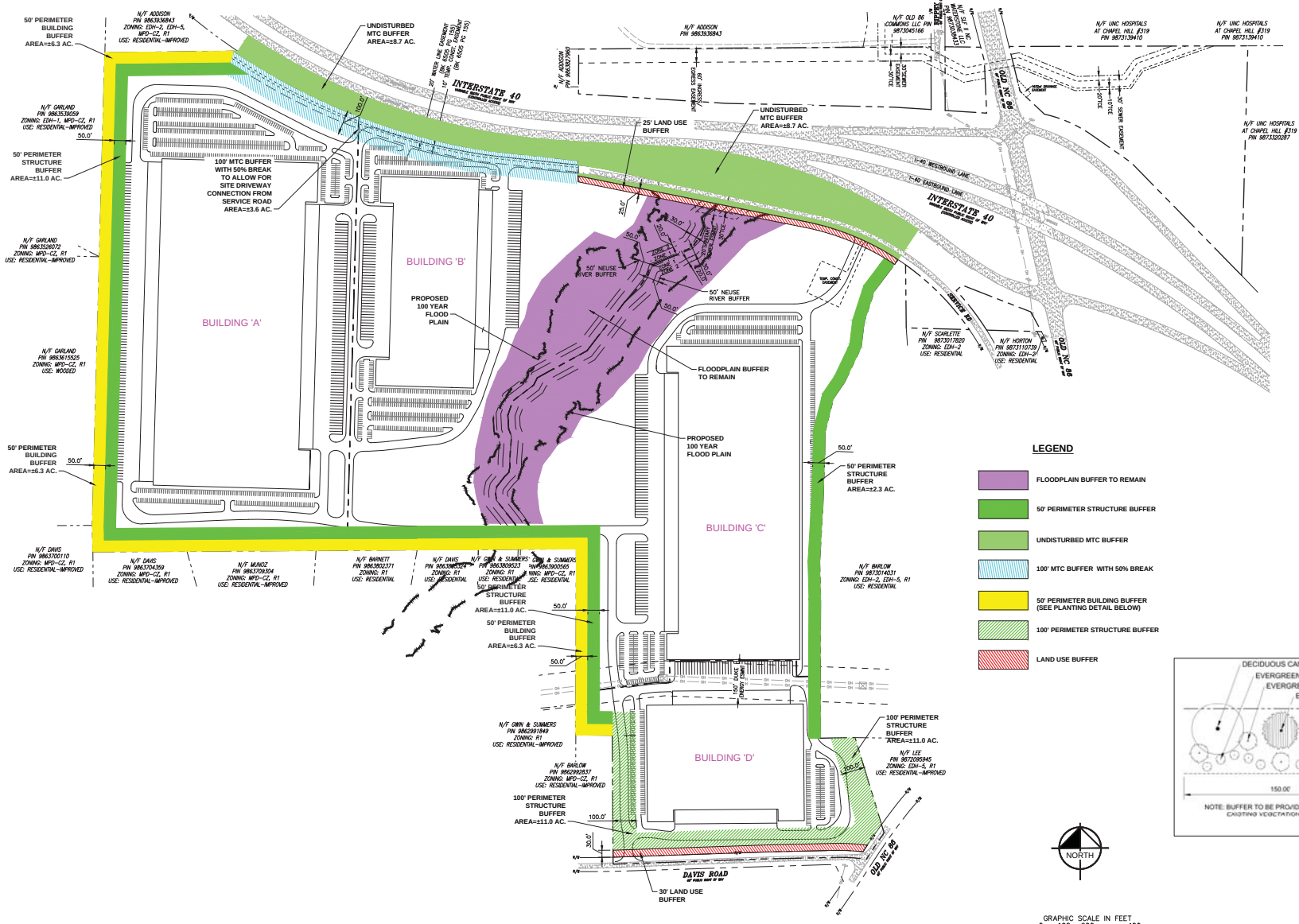

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BUFFERS PLAN

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SHEET NUMBER C6.0

Rotted Bartell, Wes Sheet Set:RTLP Hillsborough Layout:C6.0 LANDSCAPE BUFFERS PLAN July 17, 2020 05:18:55pm K:\RAL_LDEV\013560000_rtlp-hillsborough\planning phase\15_cad files\plantsheets\C6.0 LANDSCAPE BUFFERS PLAN.dwg
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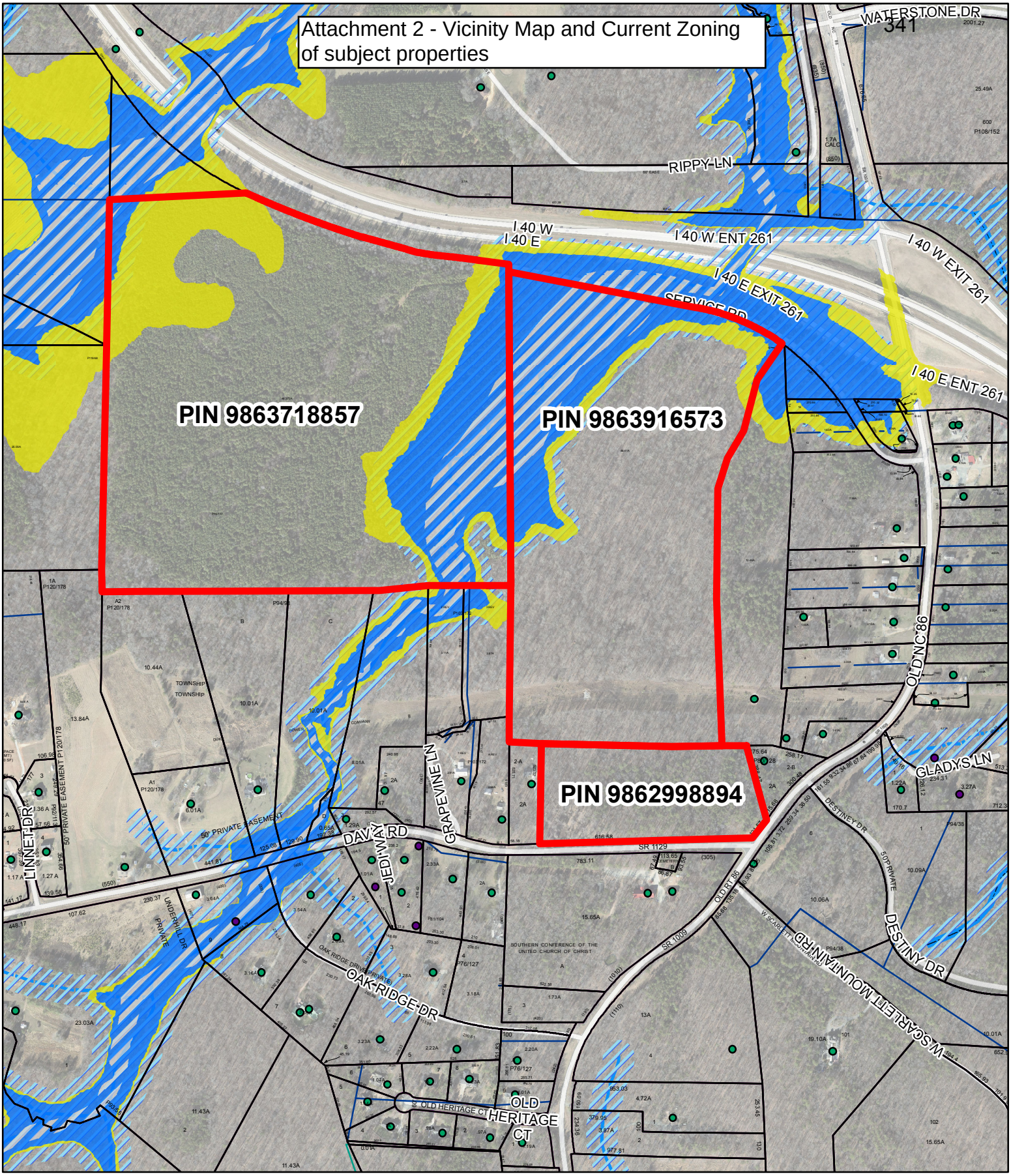

Attachment 2 - Vicinity Map and Current Zoning of subject properties

Stream Buffer 80ft
Regulatory floodway
1% Annual Chance of Flooding (Previously referred to as the 100-year flood zone)
0.2% Annual Chance of Flooding (Previously referred to as the 500-year flood zone)
Floodplain Buffer 80ft

Addresses
STATUS
Active
Retired

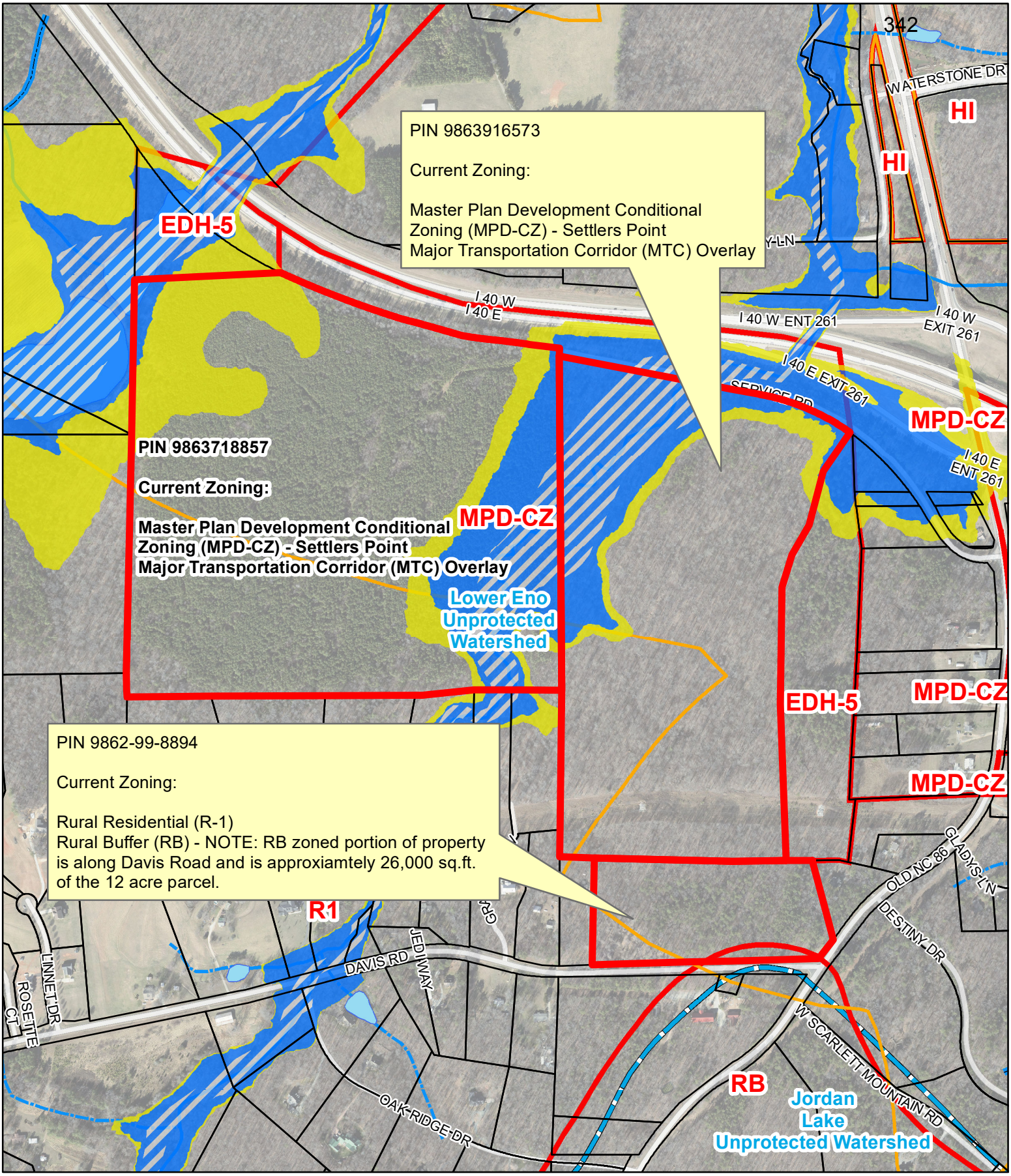
Parcel_Lines
LINE_CODE
Conflict Line
Old Lot Line
Parcel Line
USGS Stream

Soils Survey Stream
OC Updated Stream
Parcels
Streets

N
W E
S

790 395 0 790 Feet

1 inch = 638 feet



Regulatory floodway

1% Annual Chance of Flooding (Previously referred to as the 100-year flood zone)

0.2% Annual Chance of Flooding (Previously referred to as the 500-year flood zone)

Major Transportation Corridor Overlay

USGS Stream

Soils Survey Stream

OC Updated Stream

Parcels

Streets

Zoning

Water Body

Watershed

N

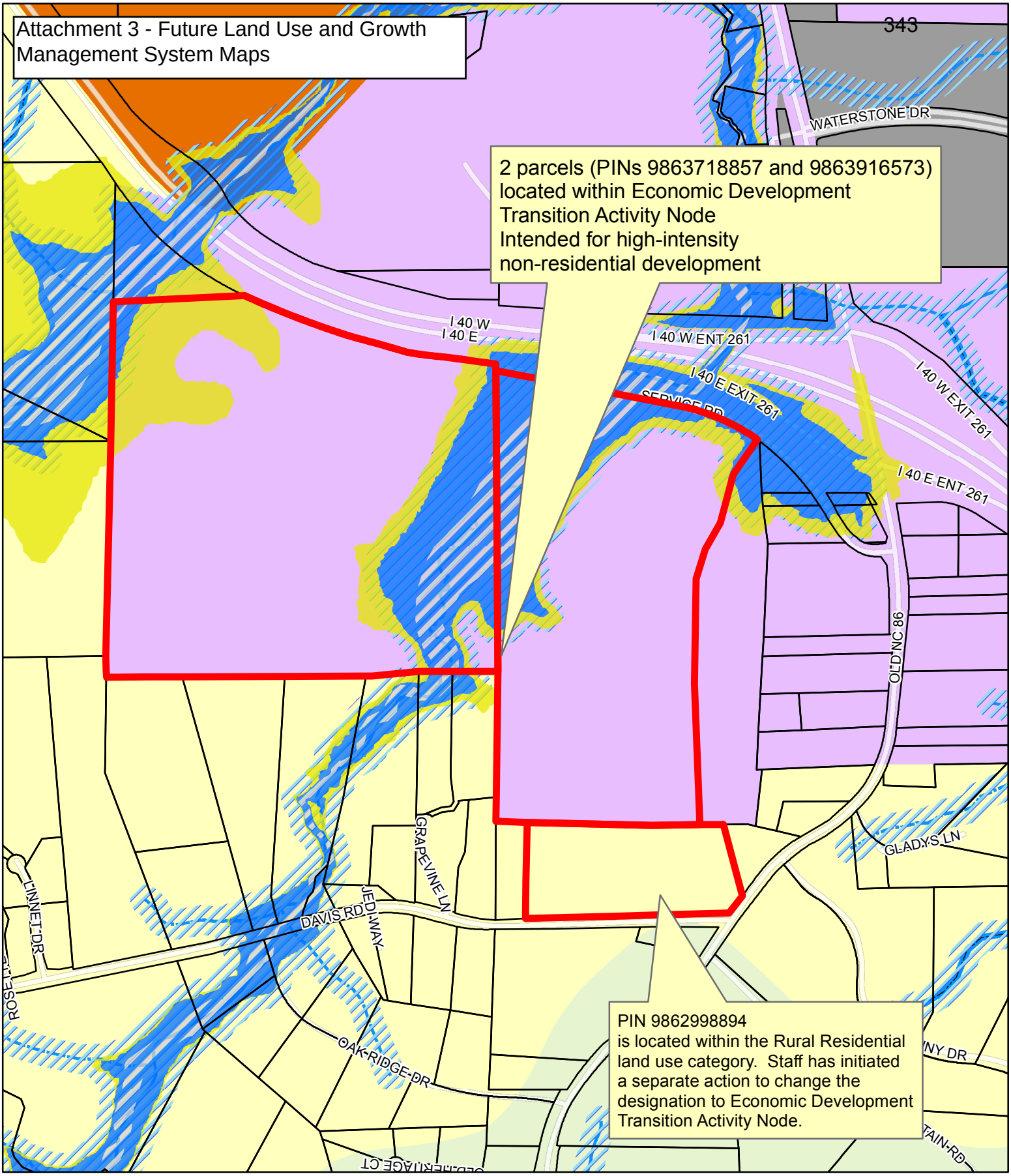
W E

S

1 inch = 600 feet

740 370 0 740 Feet

Attachment 3 - Future Land Use and Growth Management System Maps



- Stream Buffer 80ft
- Regulatory floodway
- 1% Annual Chance of Flooding (Previously referred to as the 100-year flood zone)
- 0.2% Annual Chance of Flooding (Previously referred to as the 500-year flood zone)
- Floodplain Buffer 80ft
- 10 Year Transition
- EDD Transition
- Rural Residential
- Rural Buffer
- City Limits
- USGS Stream
- Soils Survey Stream
- OC Updated Stream
- Parcels
- Streets

N W E S

1 inch = 667 feet

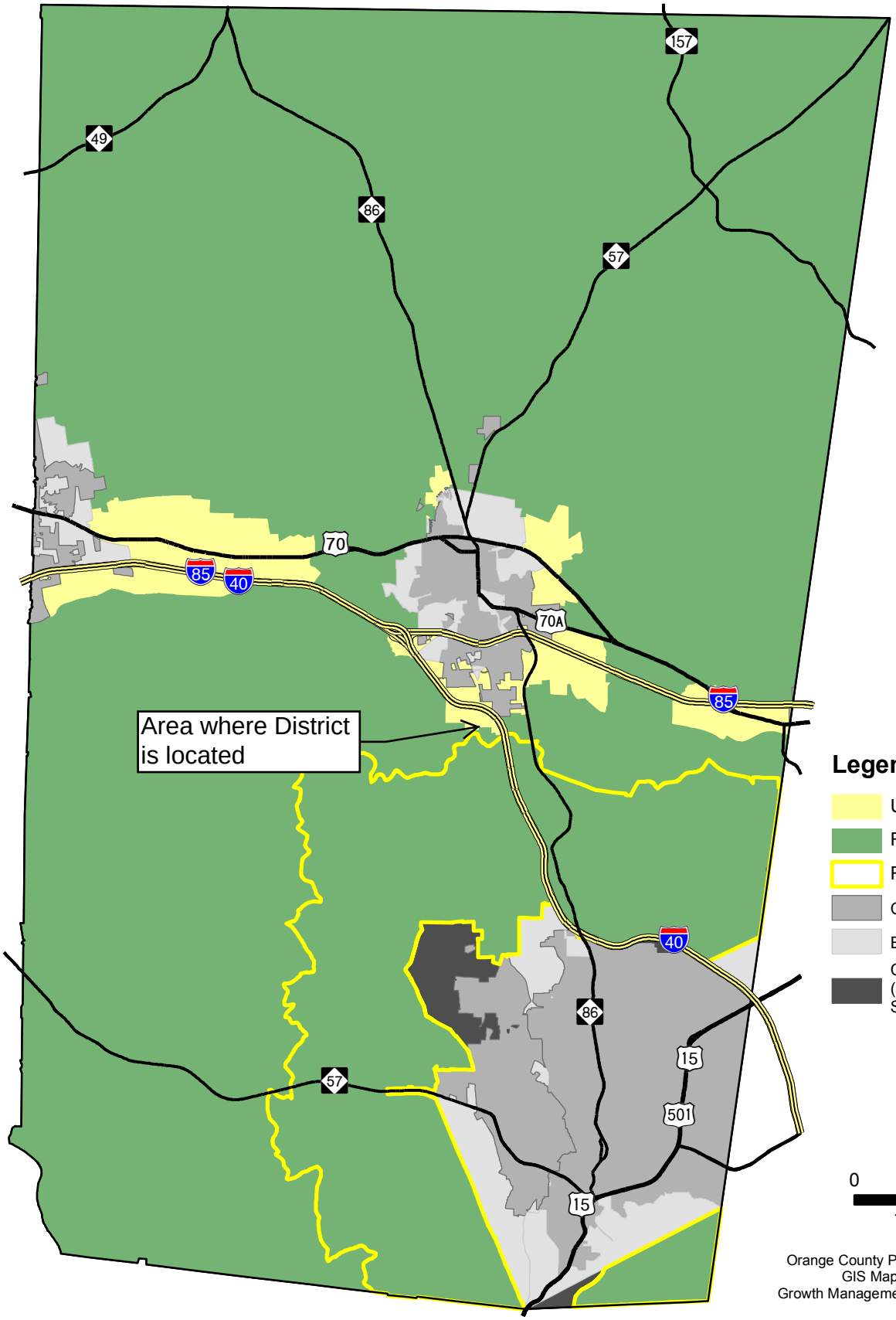
820 410 0 820 Feet

Growth Management System

Urban and Rural Designated Areas

Urban Designated - Property located within Transition Areas as identified in the Land Use Plan.

Rural Designated - Property not located in Urban Designated areas



N
W E
S

Legend

- Urban Designated
- Rural Designated
- Rural Buffer
- City Limits
- Extra-Territorial Jurisdiction
- Chapel Hill/Carrboro Transition (Not part of Growth Management System)

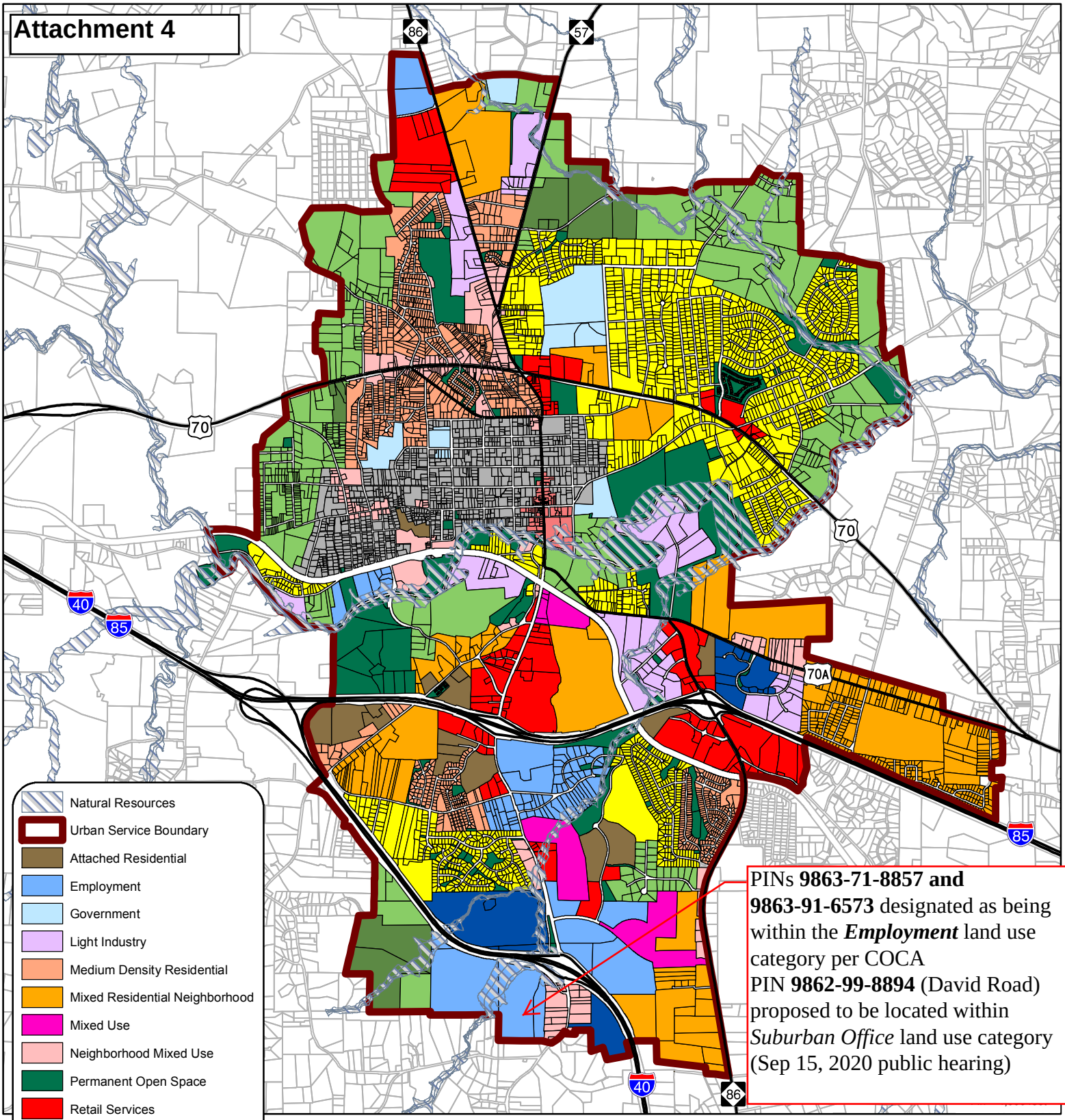
0 1 2 3 Miles

1 inch = 3 miles

Orange County Planning and Inspections Department
GIS Map Prepared by Brian Carson.
Growth Management System adopted by BOCC 11/5/03
Printed 9/20/2017

Town of Hillsborough/Orange County Central Orange Coordinated Area Land use Plan
Areas Within the Town's Urban Service Boundary

Attachment 4



- Natural Resources
- Urban Service Boundary
- Attached Residential
- Employment
- Government
- Light Industry
- Medium Density Residential
- Mixed Residential Neighborhood
- Mixed Use
- Neighborhood Mixed Use
- Permanent Open Space
- Retail Services
- Rural Living
- Small Lot Residential
- Suburban Office
- Town Center
- Urban Neighborhood
- Working Farm
- Parcels

PINs **9863-71-8857 and 9863-91-6573** designated as being within the ***Employment*** land use category per COCA
PIN **9862-99-8894** (David Road) proposed to be located within *Suburban Office* land use category (Sep 15, 2020 public hearing)

The **Urban Service Boundary** indicates the limits of Hillsborough water and sewer service consistent with an Inter-local Agreement with Orange County, OWASA, Chapel Hill, Carrboro, and Hillsborough. Future Land Uses would be used by Hillsborough and Orange County as the basis for approving zoning designations on colored parcels and those within the boundary, consistent with the Inter-local Agreement between Orange County and Hillsborough.

Areas **outside** the Urban Services Boundary **with** a Future Land Use designation are due to the boundary crossing a parcel. Areas **outside** the Urban Services Boundary with current utility service from the Town of Hillsborough **will retain service**.

Approved by Hillsborough 3-11-13
Approved by the BOCC 11-5-13
Amended by the BOCC and Hillsborough 9-12-16

	Settlers Point (approved)	RTLP Proposal	EDH-5 zoning[1]
Project Size	195 acres (8,494,200 sq.ft.) as follows: • District 1: 149 acres (+/-) • District 2: 46 acres (+/-)	161 acres (7,013,160 sq.ft.) of property.	N/A
Floor Area Ratio (FAR) – the maximum floor area permitted for each square foot of land area	• District 1: 1,248,000 sq.ft. of building area – roughly 8,375 sq.ft. of floor area per acre. • District 2: 261,800 sq.ft. of building area – roughly 5,700 sq.ft. of floor area per acre.	2,250,000 sq.ft. of building area proposed – roughly 14,000 sq.ft. of floor area per acre.	0.65 or 28,314 sq.ft. of floor area per acre of property.
Minimum Required Open Space	81.6 acres (30% of project).[2]	41 acres (25% of project).	Minimum Open Space Ratio of 0.40 or 17,424 sq.ft. of open space area per acre of property[3]
Minimum Required Pedestrian/Landscape Ratio -	Pedestrian paths developed throughout the project – required landscaping part of open space.	Pedestrian paths developed throughout the project – required landscaping part of open space.	0.05 or 2,178 sq.ft. of pedestrian access and/or landscaped area per acre of property.
Maximum Allowable Height	60 ft.	60 ft.	40 ft. (additional height allowed with increased front and side yard setbacks – up to 60 ft.)
Stormwater	Project approval indicated compliance with applicable County standards detailed in Section 6.14 of the UDO. This would include compliance with nutrient reduction standards.	Applicant indicates Project will comply with applicably County standards detailed in Section 6.14 of the UDO. This would include compliance with nutrient reduction standards.	Compliance with UDO required.
Erosion Control	County standards (Section 6.15)	County standards (Section 6.15)	Compliance with UDO required.

[1] Properties were previously zoned EDH-5. Staff is including standards for this district to aid comparing allowable intensity of development.

[2] This included property east of Old NC Highway 86 in what was District 2.

[3] Per the Article 10 *Definitions* of the UDO, the open space ration area includes: *parking and vehicular access areas and it can also include balconies, and roofs improved for recreation.*

		Settlers Point (approved)	RTLP Proposal	EDH-5 zoning
Setbacks - structures:	Perimeter (external to project)	100 ft. (non EDD zoned property)	100 ft. building setback and 50 ft. parking lot/access road setback (western/southern property line) 50 ft. setback (eastern property line)	N/A[4]
	External Road	50 ft.	25 ft. (Service Drive) 100 ft. (Davis Road)	N/A
	Front	25 ft. (internal roads)	Not specified	50 ft.
	Side	25 ft.	Not specified	20 ft.
	Rear	25 ft.	Not specified	40 ft.
Land Use Buffers:		• 100 ft. perimeter buffer; • 50 ft. buffer along Old NC Highway 86; • 25 ft. buffer along Service Road; • 30% of a buildings perimeter shall be landscaped.	• 50 ft. buffer along western and southern property lines; • 25 ft. buffer along eastern property line; • 25 ft. buffer along Service Road and Davis Road; • 20% of a buildings perimeter shall be landscaped.	• 100 ft. perimeter buffer for adjacent properties not zoned EDD; • Buffers based on land use, range from 20 ft. to 100 ft. (Interstate Highway – MTC buffer)
Parking		• Overall parking standard: 1 space for every 300 sq.ft. of building area	Overall parking standard: 1 space per 750 sq.ft. of office space and 1 space per 3,000 sq.ft. of additional indoor area.	Parking based on land use – range would require: • Retail and Office: 1 space for every 200 sq.ft. gross floor area; • Manufacturing: 1 space per employee on largest shift; • Delivery Service: 1 space for every employee on max shift plus 1 space per 800 sq.ft. of gross floor area

[4] Per Section 6.8.12 (C) of the UDO, a 100 ft. vegetative buffer is required to be provided at the boundary of all Economic Development districts.

	Settlers Point (approved)	RTLP Proposal	EDH-5 zoning
Major Transportation Corridor (MTC) Overlay District – requires 100 ft. buffer along the Interstate	Project would comply with Section 6.6.4 (A) (5), which allows for a 50% break in the required buffer along the Interstate frontage.	Applicant indicates Project will comply with Section 6.6.4 (A) (5), which allows for a 50% break in the required buffer along the Interstate frontage.	A break in the MTC buffer is permitted consistent with Section 6.6.4 (A) (5) of the UDO.

ORANGE COUNTY
NORTH CAROLINA

DEVELOPMENT ADVISORY COMMITTEE

DATE: June 18, 2020 **TIME:** 9:30 am **LOCATION:** Virtual Meeting

MEETING NOTES

In attendance: *Michael Harvey, Pat Mallett, Molly Boyle, and Tyler Sliger (Current Planning); Steve Brantley, Amanda Garner, and Sam Speicher (Economic Development); James Bryan (County Attorney's Office); Chris Hirni (DEAPR); Steve Kaltenbach (Erosion Control); Tina Love (Admin Support); Joan Melton and Phil Vilaro (Environmental Health); Chris Sandt (Staff Engineer); Jeff Scouten (Solid Waste); Tom Ten Eyck (Transportation Planner)*

I. Review Meeting Notes: June 4th, 2020

- No comments. Notes approved.

II. SUB20-0019 (Sykes): Expedited Minor Subdivision

- Planner: Michael Harvey
- Applicant: Scott Dorsett
- PIN: 9853-91-8906
- Location: 3012 Orange Grove Rd.

Proposal: Creating three lots.

Submitted Documents: 1. Final Plat

DAC Decision: Approved

DAC Notes:

- Michael Harvey (CP) said the proposal meets expedited subdivision requirements.
- Phil Vilaro (EH) confirmed that David Ward has issued two Improvement Permits for the proposed new lots.

III. SUB20-0020 (Walters): Expedited Minor Subdivision

- Planner: Michael Harvey
- Applicant: Susan Walters
- PIN: 0805-75-4794
- Location: 6815 Ebenezer Church Rd.

Proposal: Creating two lots.

Submitted Documents: 1. Site Assessment
2. Final Plat

ORANGE COUNTY
NORTH CAROLINA

DAC Decision: Approved with Conditions

DAC Notes:

- Phil Vilaro (EH) explained that the existing house to the south was originally permitted in Durham County in the 1970s, but it is in Orange County. Whether that's a result of improper surveying/staking or a county line adjustment is unclear.
- Michael Harvey (CP) noted that the proposed flag staff does not meet the UDO requirements. It needs to be at least 35' wide. Phil Vilaro said 35' could potentially work for Environmental Health. He needs to go revisit the site to assess.

IV. MA20-0003 (Research Triangle Logistics Park): Map Amendment (MPD-CZ)

- Planner: Michael Harvey
- Applicant: Frank Csapo
- PIN: 9863-71-8857 ; 9863-91-6573 ; 9862-99-8894
- Location: none listed, off of Southern Dr.

Proposal:

Rezone properties, west of Old NC Highway 86, to a new Master Plan Development (MPD) Conditional Zoning district allowing for the eventual development of non-residential land uses including: manufacturing, warehousing and supply chain fulfillment, information sciences and engineering, health technology, research and laboratories, etc. Project will involve extending utilities (i.e. water and sewer from the Town of Hillsborough) under Interstate 40 to serve the project.

(NOTE: 2 of the parcels were part of the Settlers Point MPD-CZ reviewed and approved in 2018 by the County. This request also involves rezoning a 12/13 acre parcel on Davis Road (PIN 9862998894) to be part of the project.)

Submitted Documents:

1. Master Plan set

DAC Decision: Further Review Required

DAC Notes:

- The Traffic Impact Analysis (TIA) is available on the T drive for Tom Ten Eyck.
- Michael Harvey (CP) said the applicant is attempting to have the 100 year floodplain reduced on the parcel, which requires review and approval from FEMA.
- The applicant is aiming for the following milestones: Neighborhood Information Meeting in July, Planning Board in August, and BOCC in September.
- If the BOCC approves this project, it will nullify the Settlers Point MPD-CZ and the associated access management plan.

Michael Harvey

From: Thomas Ten Eyck
Sent: Thursday, June 25, 2020 3:05 PM
To: Michael Harvey
Cc: Tom Altieri
Subject: Re: TIA for Research Triangle Logistics Park
Attachments: Exhibit H - Traffic Impact Analysis - RTLP - June 5, 2020.pdf

Michael,

I've attached my copy of the 'marked up' TIA here, but for ease of reading, here's the highlights:

- There may be an issue with the description of "2,2510,200 sq. feet of warehouse" that is presented in the executive summary (and main body of the report). My understanding is that this development could include a myriad of light manufacturing, warehousing, fulfillment services and research labs (among others) and that simply having one "type" of use (i.e. warehouses) would have different traffic patterns from business with 9-to-5 operational hours (and predictable peak times).
- The predicted new trips generated is 3,648 per average weekday with 320 AM peak trips and 326 PM peak trips. These AM/PM "peaks" represent only 18% of all trips, which seems small for peaks. And, similarly to what I stated above, if the entire development is warehouses (with more than AM and PM peaks), this could cause issues with some of the lower-performing LOS intersections (and overall greater rates of congestion in the area).
- A dedicated right-turn lane on southbound Old NC 86 is not recommended as there does not appear to be enough ROW to construct the lane, but this is the connection to three (A, B and C) of the four total driveways that will be constructed (the fourth, D, will be on Davis Rd.). These are also the first three driveways that will be constructed, so it seems like a dedicated right turn off of Old NC 86 might be important to functional operation of this area (especially since it's current use based on counts has been zero).
- The three "exceptions" that do not meet LOS D or better for average intersections are all predicted on a "typical" AM and PM peak time (and then down time in-between). Not sure that this will be the case if the majority/entirety of the development is warehousing.
- All consultant recommendations seem sensible and realistic.
- The turn movements were calculated in October of 2016; I'm not sure how valid this data may still be (I have no frame of reference for how old is "too old").
- Page 31, Table 8: Old NC 86 at I-40 EB has an issue with maxing out the 200-feet of available storage in AM; none of the recommendations call for an additional lane or improvement for this beyond a traffic light.
- The overall conclusions (page 34) identify the problems with LOS E and LOS F for these particular intersections, but offer no solutions. Turning north from WB I-40 onto Old NC 86 is simply going to be slow, turning east from Old NC 86 onto EB I-40 is going to be slow, and turning out of the Service Road (which houses three of the total four driveways for the development) onto Old NC 86 is going to be slow. That's it.

Michael, this is my first analysis, so please let me know if anything else needs elaboration or if you have any other feedback for me. Hoping this is enough to start.

Thank you!

Sincerely,

Tom TE

Tom Ten Eyck
Transportation/Land Use Planner II
Orange County Planning & Inspections Department
131 West Margaret Lane, Suite 201
Hillsborough, NC 27278

Phone: 919-245-2567
E-mail: tteneyck@orangecountync.gov
Website: www.orangecountync.gov

ORANGE COUNTY
NORTH CAROLINA

From: Michael Harvey
Sent: Thursday, June 25, 2020 2:17 PM
To: Thomas Ten Eyck
Cc: Tom Altieri
Subject: RE: TIA for Research Triangle Logistics Park

If you could share your preliminary comment(s) it would be appreciated

MDH

From: Thomas Ten Eyck
Sent: Thursday, June 25, 2020 2:17 PM
To: Michael Harvey
Cc: Tom Altieri
Subject: TIA for Research Triangle Logistics Park

Michael,

Good afternoon! I hope this muggy Thursday finds you well.

I've taken a look at Exhibit H (TIA for RTLP) and shared some of my primary thoughts with Nish and Tom A. I just wanted to follow up with you to see if you had received any feedback from NCDOT that you wanted us to double-check or if you had any particular comments on aspects of the plan for which you wanted our feedback.

I'm out on vacation all week next week, so I won't be in attendance to next week's DAC meeting, but I am totally able to focus my attention on any questions you have for us and to report back to you. I will have access to internet next week, so I may be slow but can still be responsive.

Be well, and have a great rest of the day!

Michael Harvey

From: Tom King <Tom.King@hillsboroughnc.gov>
Sent: Friday, June 12, 2020 9:27 AM
To: Michael Harvey; Margaret Hauth
Cc: Travis Myren; Craig Benedict; Tom Altieri; Shannan Campbell; Marie Strandwitz
Subject: [EXTERNAL MAIL!] RE: Receipt of rezoning petition - Research Triangle Logistics Park (RTLP)

Thanks, Michael. I'm copying our Economic Development Planner & Utilities Director here as they may be interested in this as well form their perspectives.

Tom King, AICP, CZO
Senior Planner
P.O. Box 429
101 East Orange Street
Hillsborough, NC 27278
Phone: (919) 296-9472
Fax: (919) 644-2390
E-mail: Tom.king@hillsboroughnc.gov
Website: www.hillsboroughnc.gov

Please limit total message size to 5 MB or smaller to ensure the message reaches me.

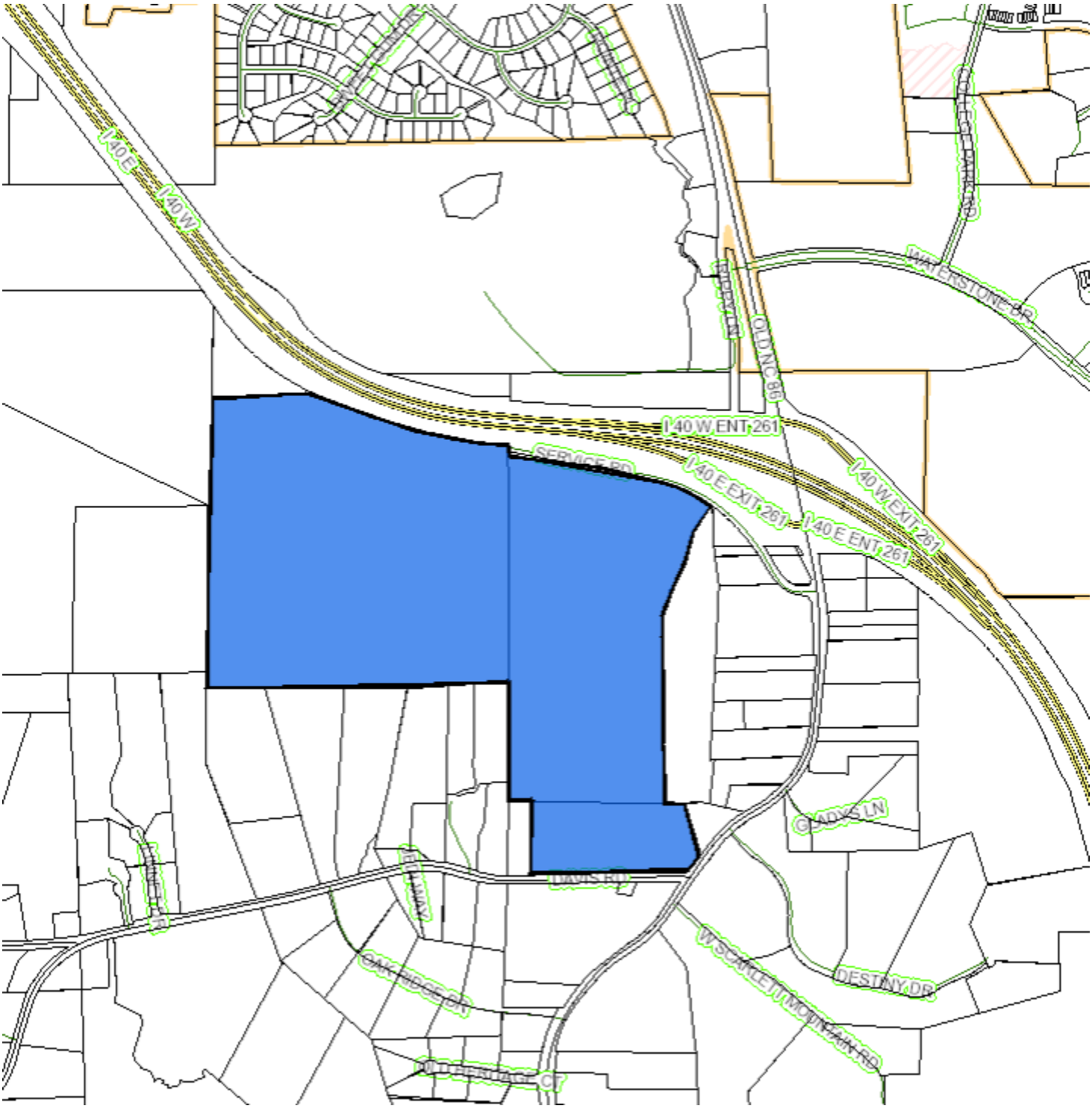
Pursuant to NCGS Chapter 132, Public Records, this electronic mail message and any attachments hereto, as well as any electronic mail message(s) that may be sent in response to it *may* be considered public record and as such are subject to request and review by anyone at anytime.

From: Michael Harvey <mharvey@orangecountync.gov>
Sent: Friday, June 12, 2020 9:07 AM
To: Margaret Hauth <Margaret.Hauth@hillsboroughnc.gov>; Tom King <Tom.King@hillsboroughnc.gov>
Cc: Travis Myren <tmyren@orangecountync.gov>; Craig Benedict <cbenedict@orangecountync.gov>; Tom Altieri <taltieri@orangecountync.gov>
Subject: Receipt of rezoning petition - Research Triangle Logistics Park (RTLP)

Be advised the County has received an application proposing the rezoning of approximately 161 acres of property, south of Interstate 40 and west of Old NC Highway 86, to a new Master Plan Development (MPD) Conditional Zoning district designation.

The request, case number **MA20-0003**, involves the following:

PINs: 9863-71-8857 ; 9863-91-6573 ; 9862-99-8894



The project, which involves 2 parcels that were part of District 1 of the Settlers Point Master Plan Development Conditional Zoning district approved by the County in 2018, proposing the construction of over 2,250,000 square feet of health technology, information sciences and engineering, advanced manufacturing, light manufacturing, scientific research and laboratories, logistics, warehousing and supply chain fulfillment land uses. At this time, provision of public utilities (i.e. water and sewer) will be handled by the Town of Hillsborough consistent with a utility line extension project staffs been working on for several years.

Consistent with our existing courtesy review agreement, we are providing copies of the submittal for your review.

Project files can be accessed via our new on-line Permit Information Portal (PIP) in the following manner:

Staff looks forward to hearing from you.

Michael D. Harvey AICP, CFM, CZO
Current Planning Supervisor
Orange County
131 West Margaret Lane
Suite 201
PO Box 8181
Hillsborough, NC 27278

(919) 245-2597

ORANGE COUNTY
NORTH CAROLINA

Pursuant to North Carolina General Statute 132, correspondence sent and received from this account is a public record and may be disclosed to third parties.

SERVICE IMPACTS FROM COVID-19

PLEASE NOTE: Orange County, North Carolina issued an amendment to the Declaration of a State of Emergency. **The amendment orders the public to Stay at Home to prevent further spread of COVID-19.** The Order will take effect on Friday, March 27th, 2020 at 6:00 p.m. and will remain in effect until July 3, 2020 at 5:00 p.m. The Stay at Home Order shall be reviewed periodically to determine whether it should be extended, modified, or rescinded. For the latest information and guidance relating to Orange County's COVID-19 response, visit https://www.orangecountync.gov/Coronavirus

Effective immediately, the following adjustments have been made to protect employees and the general public and to ensure that service levels can be maintained throughout the duration of the COVID-19 pandemic.

Office Hours: Current Planning offices shall be open from 11 a.m. to 2 p.m. daily for the receipt of applications and handling of previously scheduled appointments. Until further notice, members of the general public needing to see a planner will need to schedule an appointment to do so.

Planning staff can be reached at the following:

- Michael Harvey, Supervisor: (919) 245-2597 or mharvey@orangecountync.gov
- Patrick Mallett, Planner 2: (919) 245-2577 or pmallett@orangecountync.gov
- Molly Boyle, Planner 1: (919) 245-2599 or mboyle@orangecountync.gov
- Tyler Sliger, Planning Technician: (919) 245-2598 or tsliger@orangecountync.gov

Meetings: Meeting(s) shall occur by appointment only during revised operating hours listed above. Please note staff will observe appropriate social distancing requirements and staff 6 feet away from parties attending a meeting at all times.

Plan Review: Applications for development projects shall be accepted:

- Electronically via e-mail;

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



June 30, 2020

Frank A Csapo
Barrister Commercial Group
3810 Springhurst Boulevard
Suite 120
Louisville, KY 40241

Chris Bostic, PE
Kimley Horn
421 Fayetteville Street
Suite 600
Raleigh, NC 27601

RE: **REVIEW** of Conditional Zoning Atlas Amendment – Master Plan Development (MPD) for Research Triangle Logistics Park (RTLP)

INITIAL REVIEW COMMENTS

To Whom It May Concern:

On or about June 5, 2020 the Orange County Planning Department received a Conditional Zoning Atlas Amendment application for several parcels located south of Interstate 40 within the Hillsborough Township.

Specifically staff received an application to rezone approximately 161 acres of property to Master Plan Development (MPD) Conditional Zoning for a development, referred to as the Research Triangle Logistics Park, on parcels identified utilizing the following Orange County Parcel Identification Numbers (PIN):

- PIN 9863-71-8857: an approximately 90 acre parcel of property zoned MPD-CZ, part of the Settlers Point project approved by the County in 2018, and Major Transportation Corridor (MTC) Overlay District;
- PIN 9863-91-6573: approximately 60 acres of an 80 acre parcel zoned MPD-CZ (i.e. part of the Settlers Point project approved by the County in 2018) Economic Development Hillsborough Limited Officer (EDH-2), and Major Transportation Corridor (MTC) Overlay District;

  STAFF COMMEENT: Approximately 20 acres of the parcel, north of Interstate 40, is not part of the application and will remain zoned as currently depicted on the official County Zoning Atlas.
- PIN 9862-99-8894: an approximately 12 acre parcel of property zoned Rural Residential (R-1) and Rural Buffer (RB).

According to the submittal, the development: ' ... *will have the capacity for over 2,250,000 square feet of health technology, information sciences and engineering, advanced manufacturing, light manufacturing, scientific research and laboratories, logistics, warehousing and supply chain fulfillment*' land uses (hereafter 'the Project').

Review and action on the Project shall be in accordance with the provision(s) of Section 2.9 *Conditional Districts* of the Unified Development Ordinance (UDO).

In accordance with Section 2.2 *Applications* of the Unified Development Ordinance (UDO), staff began a sufficiency review of the submittal, which was deemed complete and formally accepted for review on June 15, 2020.

As a general reminder the timeline for the review of the project remains as follows:

a. June 15 through July 2, 2020 – Staff review and comment.

b. July 15 or 16, 2020 – Neighborhood Information Meeting (NIM). A NIM shall be held allowing local property owners to ask the applicant questions and for staff to provide information on the process associated with the review of the project. Given current COVID-19 pandemic protocols, this will be an on-line meeting sponsored/administered by the applicant with presentation materials linked on the County website.

c. August 5, 2020 – Planning Board meeting;

d. September 15, 2020 – First available date for public hearing by the BOCC.

In reviewing the submitted application package, staff would like to offer the following observation(s) and comment(s):

I. COMMENT(S):

A. GENERAL:

1. The narrative and exhibits make reference to stormwater 'best management practices' or BMPs for the Project. Please update such references to 'stormwater control measures' or SCMs per current State and County guidelines.

2. There are no references in the narrative to proposed parking standards (i.e. required number of spaces per sq.ft. of proposed land use, loading space design requirements, shared parking, compact parking standards, drive-isle standards, etc.) for the Project.

   Please modify the narrative to either indicate the Project will comply with the provisions of Section 6.9 *Parking, Loading, and Circulation* of the UDO or propose a comparable parking standard for consideration.

   In addition, the following observation(s) should be kept in mind:

   i. A condition of approval for the Settlers Point MPD-CZ project indicated a minimum of 1% of all required parking be designed to

accommodate electrical charging stations. Staff believes there will be similar interest for the Project.

ii. A condition of approval for the Settlers Point MPD-CZ project required the creation/designation of 100 parking spaces to serve as supporting 'park and ride' activities. While the nature of this project is different from Settlers Point, staff believes there will be discussion at both the Planning Board and County Commissioner level on requiring a similar condition.

3. Section 6.7.5 (D) of the UDO requires the issuance of a Class A Special Use Permit when any non-residential land use within an MPD-CZ is developed: … '*within 200 ft. of a property line of an existing dwelling unit located on a lot smaller than 2 acres in size.* This section specifically applies to MPD-CZ development(s) within the Hillsborough Economic Development District.

   This provision may impact portions of the Project as currently denoted on the master plan, specifically development on the 12 acre parcel (PIN 9862-99-8894) as adjacent parcels, each with a residential land use, are under 2 acres in size.

4. The Project will be required to comply with provisions of Section 6.10 *Roadway Improvements and Multi-modal Transportation* of the UDO.

5. Staff is continuing to review language on utility permitting and connection standards with the Town of Hillsborough staff and will provide additional feedback as soon as possible.

B. **SPECIFIC – NARRATIVE**:

1. Section 1-1 *Introduction*:

   i. Page 4 Final Paragraph: There is language within the narrative discussing the submittal of the Conditional Zoning Atlas amendment package, which could confuse the average reader. You should consider revising the language as follows:

   > *Given the scope of the project, we believe it is appropriate to submit the project through the County's Master Plan Development (MPD) Conditional Zoning process, the purpose of which is to:*
   >
   > *… provide for unified large scale subdivisions, non-residential, and mixed use developments that promote economical and efficient land use, improved level of amenities, appropriate and harmonious variety, creative design, and a better environment through the approval of a general Master Plan.*
   >
   > *In accordance with the provision of Section 2.9.2 of the Orange County Unified Development Ordinance (UDO), we are proud to submit ~~the~~ this request to rezone a total of 161.21 acres of property, further defined in Section 1-2 of this document, to a MPD Conditional Zoning designation for development as the RTLP consistent with proposed development standards.*

This includes the rezoning of approximately 148.8 acres of property previously zoned MPD-CZ by the County as part of the Settlers Point project.

Approval of this request will, in effect, eliminate the County's previous action to approve the Settlers Point project in January of 2018. ~~12.35 acres of land and submit the cumulative (being 161.216 acres) properties identified herein as being part of the RTLP project to MPD-CZ and allow for the development of the project consistent with recommended development standards.~~

2. Section 1-2 *Project Size and Location*: Staff recommends including the following language under the subsection number 2 describing the rezoning of PIN 9863-91-6573:

   'APPLICANT NOTE: Approximately 20 acres of the parcel, which is located north of Interstate 40, are not part of the application and will remain in the ownership of the current property owner and zoned EDH-2 consistent with current County regulations'.

   While all parties are aware of the distinction, the narrative should contain a definitive reference that the request only involves rezoning 60 acres of an 80 acre parcel.

3. Section 1-3 *Current Land Uses*: Include a reference to the Settlers Point project when identifying the parcels zoned MPD-CZ:

   PIN – 9863718857 Undeveloped MPD-CZ (formerly Settlers Point MPD-CZ)

   PIN – 9863916573 Undeveloped MPD-CZ (formerly Settlers Point MPD-CZ)

   This will help the general public to follow what is being proposed, and what was previously done.

4. Section 1-5 *Construction Schedule*: Additional information should be included, specifically:

   i. Water/Sewer improvements: Provide language indicating the extension of applicable utility lines shall be in accordance with Town of Hillsborough's utility extension protocols/policies.

      Staff recommends additional language be added defining/clarifying what a 'looped' water line system will entail. For example where will the connection(s) be made (i.e. off Old NC Highway 86 near David Road, a new water line running parallel with Interstate 40 connecting to existing lines off Orange Grove Road, etc.).

      There also should be some mention of required permitting to install the new utility lines.

      This detail will need to be present on the utility master plan contained in Exhibit D as well.

   ii. Road improvements: Add references to the Traffic Impact Analysis (TIA) contained in Exhibit H of the application.

5. Section 2 – *Land Use Program*: The narrative makes a reference to 'County Planning staff' referring to the Project as the 'Research Triangle Logistics Park' or RTLP. This is the name you have chosen for the Project and is not a 'staff' reference. Please revise existing language accordingly.

6. The narrative should be revised to include additional detail(s) on proposed development activities, namely:

   i. A description/identification of each individual development area or 'pod' within the Project;

   ii. Anticipated number of buildings and their size for each development area or 'pod';

   iii. An explanation on the anticipated number of parking spaces;

   iv. An explanation of loading berths/zones for each area or 'pod';

   This information should also be placed on the master plan set.

7. Section 2-1 *Land Uses*: Staff is concerned the proposed list of allowable and prohibited land uses does not following existing naming or organization conventions as detailed in Section 5.2 *Table of Permitted Uses* of the UDO. We suggest additional review of our recommendation(s) on the listing of land uses consistent with our June 1, 2020 email as contained in Attachment 1.

8. Section 2-2-1 *Land Use Intensity*:

   i. There is no mention of Floor Area Ratio (FAR) requirements within the narrative.

   As proposed, the FAR for the Project appears to be approximately 0.32 (i.e. roughly 13,939 sq.ft. of floor area per acre with a cumulative total of 2,250,00 sq.ft. of floor space for the 161 acres located within the Project).

   As a comparison, the FAR for:

   - Settlers Point for District 1 was 0.20 (i.e. 8,712 sq.ft. of floor area per acre);
   - County UDO would potentially allow 0.65 (i.e. 28,314 sq.ft. of floor area per acre) if the MPD-CZ parcels were still zoned Economic Development Hillsborough Research and Manufacturing (EDH-5).

   The proposed FAR appears consistent with what has been historically allowed for the parcels making up the bulk of the Project.

   NOTE: The FAR should also be listed on the master plan set, specifically sheet(s) C.2.

   ii. Number 1: Per Section 6.7.5 (C) (1) of the UDO, the maximum impervious surface level for the Project is 50%.

After conferring with the Director, it has been recommended the narrative contain language discussing the cumulative/shared nature of the development (i.e. shared access roads, shared parking, common stormwater control measures, open space preservation, etc.) resulting in an overall reduction in the amount of land clearing/grading that will be required to accommodate the Project.

This will result in an overall reduction in the anticipated environmental impact of the Project justifying additional impervious surface area.

iii. Number 2: Staff recommends the minimum percentage of open/landscaped space for the Project be increased to a minimum of 30% of the Project or 48 acres.

According to the '*graded area exhibit*' of the Environmental Assessment (Exhibit G) anticipated open space for the project is approximately 41 acres or 25% of land area.

The Director has indicated he is willing to allow for the 498,705 sq.ft. of land area reserved to serve as stormwater control measures to be included as part of the open space calculation.

NOTE: The minimum open space requirement should be listed on the master plan set, specifically sheet(s) C.2.

iv. Number 3: Per Section 6.7.5 (C) (1) of the UDO the maximum height allowed for the Project is 60 ft. There are additional setback requirements for structures exceeding 40 ft. in height per Section 3.7 of the UDO.

Staff recommends references in the narrative to a '6 story height limit' be replaced with the following:

> Buildings within the development shall abide by the height limitations and allowances established within Section 3.7 *Economic Development Districts – Economic Development Hillsborough Research and Manufacturing (EDH-5)* of the UDO.
>
> Under no circumstances may a structure exceed 60 ft. in height.
>
> NOTE: Height allowances/restrictions should be listed on the master plan set, specifically sheet(s) C.2.

v. Number 4: Please include specific references to the Stream Buffer regulations as contained in the UDO (i.e. Section 6.13).

Further, we recommend including language within this section referencing your submittal of a Letter of Map Amendment (LOMA) to the Federal Emergency Management Agency (FEMA) for review, which may result in a reduction of land area encumbered by identified floodplain.

This is to address potential concern(s) the submitted master plan (i.e. the overall preliminary site plan map – Sheet C-2) denotes potential development activity in areas currently identified as being within special flood hazard area, where development activity is specifically prohibited in accordance with Section 6.21 of the UDO.

9. Section 2-2-2 *Environmental Factors*:

   i. Number 1 *Noise*: Language should indicate the Project shall comply with the County's Noise Ordinance, as enforced by the Sheriff's Office, and Section 6.4.3 of the UDO.

   ii. Orange County Solid Waste staff members have agreed, in concept, with the language contained in Section 2-2-2 (6) of the narrative. A recommended condition of approval will be:

   > *'All solid waste and recycling collection methods, facilities, areas, etc. shall be reviewed during formal site plan review by Orange County Solid Waste. Site specific development conditions associated with solid waste/recycling collection and disposal will be addressed at that time'*

   There is a typo under 6 (d) (v) of the narrative, specifically the word 'and' appears at the end of the proposed standard that does not appear to belong.

   iii. Number 7 *Erosion Control*: Please revise the narrative and make specific reference the Project will comply with the provisions of Section 6.15 *Soil Erosion and Sedimentation Control* of the UDO.

   iv. Orange County Erosion Control and Stormwater Management staffs are reviewing the proposed conditions under Section 2-2-2 (8) of the narrative.

   General observation(s):

   1. If it is your intention to make use of nutrient buy-down tools, the narrative should contain language denoting same.
   2. County riparian/floodplain buffer requirements are more restrictive that State riparian standards. Language in Section 8 (a) of the narrative should be modified to indicate riparian buffers shall be maintained consistent with the provision(s) of Section 6.13 of the UDO. This change will also ensure consistency with language contained in Section 2-2-3 (1) (a) of the narrative.

10. Section 2-2-3 *General Performance Standards – Environmental*: The narrative needs to contain a summary of the findings of the Environmental Assessment (Exhibit G). Specifically, an analysis of the information demonstrating compliance with applicable standards (i.e. Section 6.16.3 (B) of the UDO).

This analysis is vital to documenting your rationale for arguing an Environmental Impact Statement, as detailed in Section 6.16.4 of the UDO, is not required for the Project.

11. Section 2-3-1 *Architectural Design* – Staff recommends you add language indicating the 'examples' contained within the narrative are for illustrative purposes only and do not represent actual client(s) or tenants. The rationale is the listing of a specific company or business could become an unnecessary focus of discussion/criticism during review of the Project.

12. Section 2-3-2 *Landscaping and Preservation Design*:

    i. General: The section should provide detail on the landscape and buffer management standards for the Project, including:

        1. Amount of proposed foliage within identified landscaped areas.

            Section 6.8.7 (F) of the UDO, the County establishes various buffer types outlining the number/species of foliage required within every 100 linear ft. of property.

            The narrative will need to define what level of landscaping is going to be required consistent with this standard.

    ii. Number 2: Language should be modified to indicate formal landscape plans shall be submitted as part of each individual site plan for review and approval consistent with approved standards for the Project.

    iii. Number 5:

        1. Specify planting of a canopy tree within required tree islands;
        2. Tree(s) should be, at a minimum, 1 ½ inch caliper at dbh at time of installation;
        3. Tree planting area should be increased from 162 sq.ft. (9 ft. by 18 ft. as suggested) to a minimum of 200 sq.ft. to ensure adequate area for installation. As a reminder Section 6.8.7 (D) (2) (b) requires terminal landscape islands within parking lots to be 300 sq.ft. in area;
        4. Each terminal island or 'tree grate area' as detailed in the narrative should contain 1 canopy tree and shrubs for coverage. Staff recommends inclusion of a typical 'tree grate area' design schematic showing the 'tree grate area' design as well as the anticipated installation of proposed foliage.

    iv. Number 6:

        1. All parking areas should have a vegetative buffer, at least 10 ft. in width, separating parking from adjacent open space, vehicular use areas, property lines, etc. For reference

purposes, staff is recommending compliance with Section 6.8.7 (D) (1) of the UDO.

If it is your intention to allow existing/preserved foliage to satisfy this requirement, please indicate same within the narrative and on Sheet C-6 of the master plan set;

2. Staff is not of the opinion a 5% building perimeter landscaping requirement will be sufficient and recommends continued discussion. For reference purposes, current regulations would require the following (Section 6.8.7 (C))

> *A minimum of a five foot landscape area must be planted around the entire foundation of non-residential structures to blend the architecture into the site and to accent entrances. Vegetation of varying heights and textures shall be placed along walls and fences to soften the planes.*
>
> *If a landscape area around the foundation is not possible, as in the case of existing buildings and parking, landscape planters should be incorporated into the store frontage. This can be done by means of raised planters, sidewalk cutouts, or portable planters.*

v. Number 7: As previously indicated, the County requires landscaping to be installed/preserved to meet a specified level of intensity (i.e. minimum foliage per every 100 linear ft.). Staff requests additional review of establishing a minimum standard for the Project using the provisions of Section 6.8.6 as a guide.

As part of initiating this conversation, staff requests you consider the following minimum standard: 3 canopy, 1 evergreen, 2 deciduous understory, 5 evergreen understory, and 40 shrub trees for every 100 ft. of required landscape area.

13. Section 2-3-3 *Signs and Lighting*:

i. Staff is still reviewing the master sign plan (Exhibit F) and will provide comment(s) as soon as possible.

ii. If the location of outdoor lighting fixtures is known, a formal lighting plan is required to be submitted as part of the MPD-CZ application (refer to Section 6.11.5 (B) of the UDO). If not, please add language indicating same within the narrative.

iii. With respect to lighting standards contained in Section 2-3-3 of the narrative, staff recommends:

1. Add language indicating all lights shall be full cut-off fixtures;
2. Provide detail on the anticipated height of all light poles;

3. Provide detail that the Project will comply with maximum permitted foot-candle limits consistent with Section 6.11.6 of the UDO (i.e. observe a light limit of 0.5 foot-candles at any adjoining residential property line and/or 1.0 foot-candles at any adjoining non-residential property line);
4. You may wish to add language to the narrative indicating all security lights shall abide by the requirements of Section 6.11.3 (J) of the UDO;
5. Add language indicating formal lighting plans shall be submitted with all site plans where outdoor lighting is proposed;
6. Add language that lighting for the project shall comply with applicable NC Department of Transportation requirements for roadway lighting.

14. Section 3-1 *Internal Traffic Circulation and Parking*: No initial comments other than those referenced under 'General Comments'.

15. Section 3-2 *TIA Improvement Summary*:

i. The TIA describes the Project as consisting of of "*2,251,200 sq. feet of warehouse*".

As there will be a myriad of other development occurring within the Project (i.e. light manufacturing, warehousing, research, medical, fulfillment services, etc.) staff is concerned the TIA does not adequately anticipate/define impacts.

ii. According to the TIA, the Project anticipates generating 3,648 new trips per average weekday, with 320 AM peak trips and 326 PM peak trips. The AM/PM "peaks" represent only 18% of all trips. This number seems small to staff. This, combined with the anticipated mixture of land uses summarized herein, could create issues with some of the lower-performing LOS intersections (and overall greater rates of congestion in the area).

iii. There does not appear to be sufficient right-of-way to allow for the development of a dedicated right-turn lane on southbound Old NC 86. The concern for staff is that this 'right-turn lane' is the designated connection to three (listed as A, B and C within the TIA) of four total driveways to be constructed (the fourth, D, will be on Davis Rd.).

iv. The three "exceptions" that do not meet LOS D or better for average intersections are all predicated on a "typical" AM and PM peak time. Staff is concerned this will, actually, be the case if the majority/entirety of the development is warehousing.

v. The turn movements were calculated in October of 2016. Staff is concerned how valid this data may still be.

vi. One Page 31, Table 8 of the TIA there are references to Old NC 86 at I-40 EB have an issue with maxing out the 200-feet of available storage during AM travel periods.

Staff is concerned none of the recommendations contained within the TIA call for an additional lane or improvement beyond a traffic light to address this issue.

vii. The overall conclusions (page 34 of Exhibit H) identify the problems that create a LOS E and LOS F for these particular intersections, but offer no solutions. As 2 of the three intersections in question connect to I-40, and one connects with the road containing three of the development's four total driveways, this is a concern for staff.

16. Section 5-1 *Vegetated Buffers*:

i. Number 1: As proposed, there is a 100 ft. 'perimeter structure buffer' along the external western property line with allowances for parking/internal roads within 50 ft. of the western property line.

Consistent with the provisions of Section 6.8.12 (C) of the UDO, staff recommends observing a 100 ft. perimeter buffer for the Project from western and southern property lines that are adjacent to residentially zoned property.

Staff would agree with allowing trails and/or roadways within this area but not parking areas.

ii. Number 3: Staff recommends a 30 ft. vegetative/landscape area separating the Project from both the Service and Davis Road rights-of-way. As written, the narrative references a 25 ft. 'land use buffer' along Service Road and does not mention Davis Road.

iii. Number 4: Please indicate buffers along all 'water features' (i.e. streams, floodplain, wetlands, etc.) shall be preserved consistent with Section 6.13 of the UDO. As an aside, required buffer is based on slope. There may be areas of the Project where a 65 ft. stream buffer may be applicable versus an 80 ft. buffer.

C. **MASTER PLAN SET:**

1. Section 6.7.1 (B) (1) of the UDO requires a map of the development site. While the master plan map set provides the majority of required detail(s), the submittal should be modified as indicated:

i. Label and identify the various 'lines' on the submitted map(s). Specifically:

1. Internal and external property lines;
2. Internal rights-of-way;
3. Internal district or 'pod' development areas;
4. Utility lines/easements.

Staff recommends the use of a legend indicating what these lines represent (i.e. project boundary lines, utility easements, utility service areas, rights-of-way, etc.).

ii. Sheet C-2 should display the floodplain and floodplain buffer area per Section 6.13 of the UDO;

iii. Sheet C-2 should display the following information:

1. Proposed floor area ratio (FAR) for the Project;
2. Proposed open space;
3. Breakdown of landscape/buffer area (i.e. acreage) for the Project;
4. Proposed setbacks (internal and external);
5. Anticipated number of parking spaces, loading berths/stalls, etc.;
6. Maximum allowable building height (in general and per each individual development 'pod' if there will be a difference);
7. Anticipated number of parking spaces with access to alternative energy charging stations (if proposed);
8. Number of 'park and ride' spaces (if proposed).

iv. Development of Building D appears to 'cross' an existing property line.

There needs to be some explanation of boundary/development areas on the master plan set providing an explanation of what will be included within individual development areas of the Project.

v. Sheet(s) C-2 and C-2.4 indicate there will be development activity occurring within an existing utility easement, specifically a power line easement.

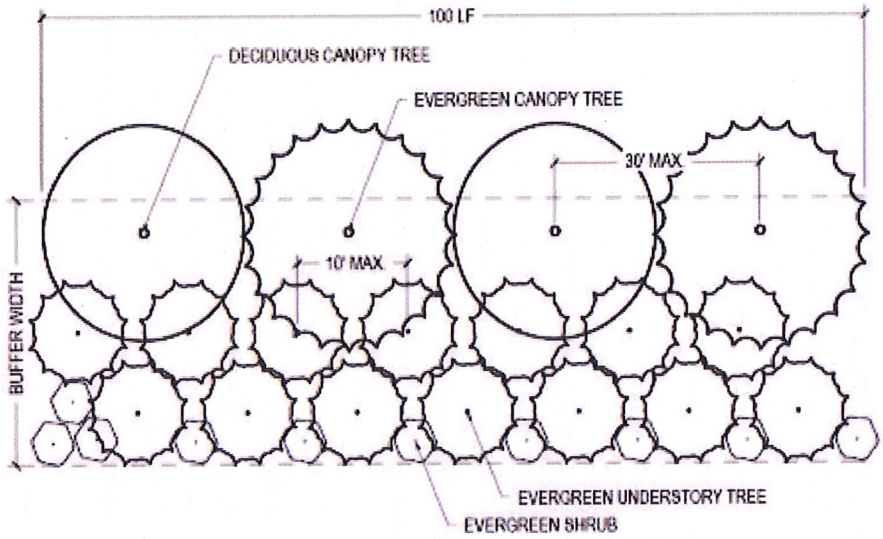
Staff requires documentation indicating either the power line/easement is being relocated or the utility provider will allow for the development of parking and structures within their easement.

vi. Sheet C-6: Label and document all proposed and/or required landscape/ buffer areas for the Project including, but not limited to:

1. Perimeter buffers;
2. In-between lot/development pod landscape areas;
3. Internal landscaping (i.e. parking lot and parking lot perimeter, building, preservation of existing significant foliage, etc.);
4. Stream/floodplain buffers;
5. Major Transportation Corridor (MTC) buffers, including requested breaks consistent with Section 6.6.4 of the UDO.

v. Sheet C-6 needs a legend detailing what the proposed landscape/buffer areas are.

Further, revise the Sheet to contain the proposed planting schedule (i.e. amount of foliage for every 100 linear ft. of the Project) consistent with previous direction. Staff recommends use of a planting detail on the Sheet supporting this description and offers the following illustrative example as a guide:



**** NOTE: not taken from County UDO. Graphic is for illustrative purposes only ****

i. Provide the following additional detail on Sheet C-2:

1. A typical public road access cross section detail for the individual development areas;
2. A typical interior roadway design standard (i.e. cross section) including drainage detail(s) and explanation of how drainage will be handled by interior road systems if at all;
3. If there is a proposed layout (i.e. creation of individual parcels allowing for development) please denote same on this map;
4. Provide language indicating if denoted stormwater control measures (SCMs) are:
    a. For illustrative purposes (i.e. final SCM location shall be determined with the submittal of a formal stormwater management plan in accordance with the UDO);
    b. Are anticipated to serve as master drainage basin areas or for specific 'pods'.

ii. Sheet C-4: Section 6.7.1 (B) (6) of the UDO requires a map detailing the utility master plan for the project (Sheet C-4). While

the Sheet C-4 provides the majority of required detail(s), the submittal should be modified as indicated:

1. Denote the location of all utility lines (i.e. sewer, water, reclaimed water, stormwater management, electrical service, cable, telephone, etc.) on the map.

   As part of this modification please provide a key/legend detailing:

   a. Existing infrastructure in place,

   b. What infrastructure is expected to be constructed by Orange County/Town of Hillsborough, and

   c. New infrastructure serving the project.

   As part of this requirement, staff will need detailed information on proposed line types, sizes, anticipated construction, etc.

b. Denote the anticipated location of sidewalks to assist staff ascertain if there will be any conflicts with utility location.

c. The map will need to be modified to include the detailed design calculations for the project indicating that the proposed utility lines are sufficient for expected development and associated/estimated density for the project.

d. Include a note indicating: '*All onsite utilities shall be underground unless approved by the Board of County Commissioners*'.

e. Indicate connection points to various utility lines.

f. Denote the location of any anticipated/planned utility infrastructure (i.e. pump stations, etc.).

g. Please include the following information on Sheet C-4:

   a. Provide detail on anticipated fire flow for the proposed utility lines with detail on how same will support the project. As a general reminder fire flow requirements are necessary for consideration when sizing water lines.

   b. Provide detail on the anticipated placement of manholes and elevations same. This will include the provision of a typical manhole construction detail.

   c. Anticipated stub out locations.

   d. All existing and anticipated utility line easements.

   e. Provide sufficient detail outlining how the project will comply with the Town of Hillsborough water/sewer utility line construction standards.

f. Additional detail on expected build-out. This information shall be essential in evaluating the ability of installed infrastructure to meet current and future needs of the project.

g. Information outlining opportunities for water and sewer extension to serve adjacent parcels.

NOTE: The ability to serve surrounding parcels is predicated on said parcels location within a primary service area as detailed within the Water and Sewer Management, Planning, and Boundary Agreement (WASMPBA), the County Comprehensive Plan, and the Orange County/Town of Hillsborough Joint Planning Land Use Plan.

Please note this document represents staff comments on the project thus far and should in no way be construed as our final determination. Additional correspondence shall be provided as necessary outlining our comments on the project. This will include comment(s) from other County agencies (i.e. Erosion Control/Stormwater, Fire Marshal, Solid Waste, County's Attorney office, etc.) and external review partners (i.e. NC Department of Transportation, Town of Hillsborough, etc.)

We will of course be more than happy to meet with you in person to review these comments, any new issues, and methods of complying with other regulatory requirements. Please contact me at (919) 245-2597 and/or mharvey@orangecountync.gov schedule and/or discuss the project in greater detail.

Sincerely,

Michael D. Harvey AICP, CFM, CZO
Current Planning Supervisor
Orange County

CC: Travis Myren, Deputy County Manager;
Craig Benedict, Planning Director;
Steve Brantley; Economic Development;
James Bryan, County Attorney's Office;
Margaret Hauth, Town of Hillsborough;
File.

Attachment 1

Michael Harvey

From:	Michael Harvey
Sent:	Monday, June 01, 2020 11:01 AM
To:	'Bostic, Chris'; Frank A Csapo; Craig Benedict
Cc:	Steve Brantley; Rick Ogburn; Michael Birch; Doug Short; Aucoin, Bill (Avison Young - US); Graham, Jack (Avison Young - US); Peach, Matt
Subject:	RE: RTLP
Attachments:	May 29, 2020 - MDH Document of land use format.docx

To all: I have attached a very brief document outlining my recommendation on formatting of permitted uses for RTLP.

Many thanks

Michael D. Harvey AICP, CFM, CZO
Current Planning Supervisor
Orange County
131 West Margaret Lane
Suite 201
PO Box 8181
Hillsborough, NC 27278

(919) 245-2597

ORANGE COUNTY
NORTH CAROLINA

Pursuant to North Carolina General Statute 132, correspondence sent and received from this account is a public record and may be disclosed to third parties.

SERVICE IMPACTS FROM COVID-19

PLEASE NOTE: Orange County, North Carolina issued an amendment to the Declaration of a State of Emergency. **The amendment orders the public to Stay at Home to prevent further spread of COVID-19.** The Order will take effect on Friday, March 27th, 2020 at 6:00 p.m. and will remain in effect until April 30, 2020 at 5:00 p.m. The Stay at Home Order shall be reviewed periodically to determine whether it should be extended, modified, or rescinded. For the latest information and guidance relating to Orange County's COVID-19 response, visit https://www.orangecountync.gov/Coronavirus

Effective immediately, the following adjustments have been made to protect employees and the general public and to ensure that service levels can be maintained throughout the duration of the COVID-19 pandemic.

Office Hours: Current Planning offices shall be open from 11 a.m. to 2 p.m. daily for the receipt of applications and handling of previously scheduled appointments. Until further notice, members of the general public needing to see a planner will need to schedule an appointment to do so.

Planning staff can be reached at the following:

Kimley»Horn
Chris Bostic, P.E.
Kimley-Horn | 421 Fayetteville Street, Suite 600, Raleigh, NC 27601
Direct: 919-653-2927 | Mobile: 919-623-0414

From: Michael Harvey <mharvey@orangecountync.gov>
Sent: Wednesday, May 27, 2020 9:38 AM
To: Frank A Csapo <FCsapo@barristercg.com>; Craig Benedict <cbenedict@orangecountync.gov>
Cc: Steve Brantley <sbrantley@orangecountync.gov>; Bostic, Chris <Chris.Bostic@kimley-horn.com>; Rick Ogburn <rogburn@redlevel13.com>; Michael Birch <mbirch@longleaflp.com>; Doug Short <short@manningfulton.com>; Aucoin, Bill (Avison Young - US) <bill.aucoin@avisonyoung.com>; Graham, Jack (Avison Young - US) <jack.graham@avisonyoung.com>
Subject: RE: RTLP

Attached in a comparison chart on the various land uses proposed by RTLP as they compare to County allowances (EDH-5) and as permitted under the Settlers Point MPD-CZ.

My goal for today's meeting is to make sure we are on the same page so I can recommend grouping of land uses into readily identifiable categories that have some semblance to the current organizational framework in the UDO. My hope is that by doing this, we can assist the applicant provide justification to elected officials for the change and deflect anticipated criticism (based on experiences with the Settlers Point project and the revamping of the table of permitted uses currently contained in the UDO).

Looking forward to discussing with you all this afternoon.

Michael D. Harvey AICP, CFM, CZO
Current Planning Supervisor
Orange County
131 West Margaret Lane
Suite 201
PO Box 8181
Hillsborough, NC 27278

(919) 245-2597

ORANGE COUNTY
NORTH CAROLINA

Pursuant to North Carolina General Statute 132, correspondence sent and received from this account is a public record and may be disclosed to third parties.

SERVICE IMPACTS FROM COVID-19

numbers listed above.

From: Frank A Csapo [mailto:FCsapo@barristercg.com]
Sent: Tuesday, May 26, 2020 11:24 AM
To: Craig Benedict; Michael Harvey
Cc: Steve Brantley; Bostic, Chris; Rick Ogburn; Michael Birch; Doug Short; Aucoin, Bill (Avison Young - US); Graham, Jack (Avison Young - US)
Subject: [EXTERNAL MAIL!] RTLP

Good Morning Craig & Michael,

We trust you both had an enjoyable Memorial Day weekend!

As you know, the MPD-CZD for RTLP is a work in progress, however, June 5 is rapidly approaching; Bearing that in mind, I want to keep you up to speed on any tweaks noted by the engineers and/or attorneys as the site plan is more fully detailed.

To that end, attached is the MPD-CZD with a few more technical tweaks. For ease of review we have accepted all the prior redline changes, however, we understand that the document is still a work in progress and subject to your comments.

Thank you.

Sincerely,
Frank A. Csapo
Barrister Commercial Group
Meridian Building
3810 Springhurst Boulevard, Suite 120
Louisville, Kentucky 40241
Phone: 502-412-2800
Facsimile: 502-412-2808
E-mail: fcsapo@BarristerCG.com

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May 29, 2020 – MDH review comment(s) on RTLP table of permitted land use language (observations and recommendations)

Language provided by Chris Bostic in email dated May 27, 2020 as part of the draft application narrative:

In addition to the uses allowed within Section 5.2.3 Uses Permitted As a Matter of Right of the Orange County Unified Development Ordinance (UDO) the following shall be permitted in all of RTLP's development districts:

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

~~a.~~*b.* *Government Facilities and Office Buildings,* (MDH: as an observation only, did you want to specify what type of office. For example, there may be office/service uses that create more traffic than you wish to handle (i.e. from an on and off-site roadway improvement standpoint). Also, you might want to review if you could inadvertently create a concern over incompatible land uses. For example, a local government social service locates within RTLP adjacent to a manufacturing land use that makes significant noise and potentially emits odors.)

~~b.~~*c.* *Government Protective Services* (MDH: staff recommends this be revised to read as follows: *Government Protective Services limited to Police/Sheriff Offices , Fire Stations and Emergency Service (i.e. ambulance/rescue squad) stations*. This seems more consistent with what you all are looking to allow versus the wide range of what some might consider a 'government protective service' land use).,

~~c.~~*d.* *Bus Passenger Shelter,*

~~d.~~*e.* *Surface and structure parking as principal use (When associated with a local or regional transportation goal such as mass transit or park- and- ride),* (MDH: the way this is worded, RTLP would be allowing for/encouraging a park and ride scenario on-site. If that is what you are looking for then there is no problem. Based on comments from various meetings, however, I was not under the impression you were interested in providing such an amenity and potentially impacting your clientele.)

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~~e.~~f. _____*Mail kiosks for central mail pick-up,*

~~f.~~g. _____*Elevated Water Storage Tanks.* (MDH: you may wish to add language indicating same is either part of ensuring water availability for fire suppression or is only required as part of a coordinated utility effort with the Town of Hillsborough).

~~g.~~h. _____*Public Parks.* (MDH: I do not think your interest is providing a dedicated park/recreation space for public use. Based on comments in various meetings, I believe you are primary interested in providing public open space for use of on-site businesses, employees of same, and customers rather than the general public. Staff recommends rewording as follows: *Recreation space for on-site tenants, employees and customers.)*

~~h.~~i. *Natural and man-made pedestrian/bicycle paths.* (MDH: Ibid)

Information provided in email from Frank Csapo in May 18, 2020 email:

Manufacturing, 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. Light industrial includes, by way of example and not limitation, the following uses:

1. Bottling.
2. Brewery, winery, distillery, cidery.
3. Bus or rail transit vehicle maintenance or storage facility.
4. 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.
5. Food and beverage products
6. Lawn, tree or garden service.
7. Laundry, dry-cleaning, and carpet cleaning plants.
8. Leather and leather products except tanning and finishing.

9. Sheet metal, welding, machine, tool repair shop or studio.
10. Stone, clay, glass, and concrete products.
11. Woodworking, including cabinet makers and furniture manufacturing.
12. Fabricated metal products and machinery.
13. Industrial sign-making.
14. Leather and leather products includes tanning and finishing.
15. Manufactured or modular housing sales.
16. Primary metal manufacturing.

A facility conducting light manufacturing operations within a fully-enclosed building. Light manufacturing includes by way of example and not limitation, the following uses:

1. Clothing, textile apparel manufacturing.
2. 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.
3. Office showroom/warehouse.
4. Printing, publishing, and lithography.
5. Production of artwork and toys, graphic design sign-making, movie production facility, photo-finishing laboratory.
6. Repair of scientific or professional instruments and electric motors

A facility focused primarily on the research and development of new products. Research and development includes by way of example and not limitation the following uses:

1. Laboratories, offices and other facilities used for research and development by or for any individual, organization or concern, whether public or private.
2. Prototype production facilities that manufacture a limited amount of a product in order to fully investigate the merits of such a product.
3. Pilot plants used to test manufacturing processes planned for use in production elsewhere

Facilities providing separate storage areas for personal or business use designed to allow private access by the tenant for storing or removing personal property. Self-service storage includes by way of example and not limitation the following uses:

1. Warehouse, self-service.
2. Fully enclosed indoor multi-story storage.
3. Mini-warehouse.

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. Warehouse and distribution includes by way of example and not limitation the following uses:

1. 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.
2. Commercial packing for fruits and vegetables.
3. Distribution facility, central postal facility.
4. Freight, service facility.
5. Parcel services.
6. 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.
7. Trailer storage, drop off lot.
8. Truck or motor freight terminal, cross-docking or service facility.
9. Trucking operation.
10. Warehouse.

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. Wholesale trade includes by way of example and not limitation the following uses:

1. Mail-order house.
2. 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.
3. Wholesale sales of food, clothing, auto parts, building hardware and similar products.

MDH Recommendation: I would like the RTLP group to consider the following reorganization that might help denote those land uses you are attempting to market to:

1. Manufacturing, Assembly, Processing and Distribution of Food Items with the following expressly prohibited:
    a. Animal Slaughtering and Processing;
    b. Seafood Preparation and Processing;
    c. Starch, Vegetable Fats/Oil Manufacturing and Processing.
2. Manufacturing, Assembly, Processing and Distribution of non-food items with the following expressly prohibited:
    a. Chemical Manufacturing and Processing not including pharmaceutical and medical manufacturing and processing operaitons;
    b. Concrete Batching Plant;
    c. Foundry;
    d. Leather and Hide Tanning and Finishing;
    e. Petroleum and Coal Product Processing, Preparation, and Distribution including Asphalt Plants;
    f. Pulp, Paper, and Paperboard Mills;
    g. Sawmills;
3. Office and Financial Service Uses with the following expressly prohibited:

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a. Pawnshop/Payday Loan.

4. Retail Uses;

5. Research Facilities (with and without on-site manufacturing);

6. Service Uses with the following expressly prohibited:

a. Beauty and personal grooming services;

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

c. Car Wash;

d. Cemetery;

e. Crematoria;

f. Funeral Home;

g. Junk/Salvage yard;

h. Kennel;

i. Massage Business;

j. Sexually Oriented Business;

k. Spas;

l. Taxidermy

7. Storage of Goods including warehousing (self-service, external and fully enclosed, etc.);

8. Wholesale Trade.

My rationale: you do not want to exclude a use by mere omission of listing. If, however, you structure your list to indicate which land use categories you are interested in marketing/allowing to be developed and list those uses you are excluding, it will be more conscience.

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Michael Harvey

From: Jeff Scouten
Sent: Saturday, June 27, 2020 8:25 AM
To: Michael Harvey
Cc: Matthew Taylor
Subject: RE: TRLP COnditional Zoning - proposed solid waste conditions

Michael,
The proposed conditions relating to solid waste & recycling will be OK for the initial high-level review and approval of the rezoning case.
However, I would still like to have the opportunity to request more specific notes as more detailed site plans and/or construction plans are submitted.
Thanks.

Jeff Scouten
Environmental Enforcement Supervisor
Orange County Solid Waste Management
1207 Eubanks Road
Chapel Hill, NC 27516-7177
919-968-2788 (Office)

Pursuant to North Carolina General Statute 132, correspondence sent and received from this account is a public record and may be disclosed to third parties.

From: Michael Harvey
Sent: Thursday, June 25, 2020 1:44 PM
To: Jeff Scouten; Matthew Taylor
Subject: TRLP COnditional Zoning - proposed solid waste conditions

Genelmen: hope you both are well. As you may recall from the June 18, 2020 DAC meeting we began to discuss RTLP (case number MA20-0003) the new Settlers Point mixed use project.

The applicant has proposed the following condition(s) on the project relating to disposal of solid waste:

SOLID WASTE. The following standards shall be observed with respect to the management of solid waste:
a. The developer shall adhere to the proper disposal methodology for solid waste management.
b. The applicant shall provide external space for collection of solid waste and recyclable materials. Materials collected shall be at least equivalent to the services provided by Orange County Solid Waste.
c. 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.
d. The developer shall be required to place the following additional notes on any approved site plan:

i. Any gate design will include gate retainers.

ii. 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.
iii. Orange County will not be responsible for any pavement damage that may result from service vehicles.
iv. By Orange County Ordinance, clean wood waste, scrap metal and corrugated cardboard, all present in construction waste, must be recycled.
v. By Orange County Ordinance, all haulers of construction waste must be properly licensed.

e. 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.
f. 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.
g. 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:

i. Loading areas shall be designed and situated not to negatively affect adjacent properties.
ii. Solid waste enclosures shall be so located as to not impact internal traffic flow,
iii. Loading zones shall not be located within areas designated as housing for solid waste facilities.

I am interesting to hear if you have any concerns over these proposed conditions. Many thanks!

Michael D. Harvey AICP, CFM, CZO
Current Planning Supervisor
Orange County
131 West Margaret Lane
Suite 201
PO Box 8181
Hillsborough, NC 27278

(919) 245-2597

ORANGE COUNTY
NORTH CAROLINA

Pursuant to North Carolina General Statute 132, correspondence sent and received from this account is a public record and may be disclosed to third parties.

SERVICE IMPACTS FROM COVID-19

PLEASE NOTE: Orange County, North Carolina issued an amendment to the Declaration of a State of Emergency. **The amendment orders the public to Stay at Home to prevent further spread of COVID-19.** The Order will take effect on Friday, March 27th, 2020 at 6:00 p.m. and will remain in effect until July 3, 2020 at 5:00 p.m. The Stay at Home Order shall be reviewed periodically to determine whether it should be extended,

ORANGE COUNTY

Department *of* Environment,
Agriculture, Parks & Recreation

MEMORANDUM

To: Michael Harvey, *Current Planning Supervisor, Planning and Inspections Dept.*

From: Christian Hirni, *DEAPR Land Conservation Manager*
Peter Sandbeck, *DEAPR Cultural Resources Coordinator*

Date: July 6, 2020

Re: Research Triangle Logistics Park

Thank you the opportunity to review and comment on the proposed Research Triangle Logistics Park Commercial and Industrial rezoning proposal and draft site plans. The subject property is compiled of three separate parcels (PIN's 9863-71-8857, 9863-91-6573, 9862-99-8894), located south of Hillsborough on the south side of an unnamed frontage road to I-40; spanning to the north side of Davis Road at the intersection with Old NC 86. Two of the parcels were part of the Settlers Point MPD-CZ reviewed and approved in 2018 by the County. All three Parcels drain into Cates Creek which flows directly to the Eno River.

DEAPR comments on subdivisions are generally intended to a) address any concerns with respect to potential impacts on important natural or cultural resources, and b) identify any areas that might be desirable for possible dedication to the County for public recreation/open space pursuant to Section 7.11.5 of the Unified Development Ordinance.

Natural Resources Review Comments:
The planned development would set aside areas of open space consisting of protected riparian buffers along Cates Creek, an Eno River tributary stream, roadside buffers adjacent to the service road and Davis Road, and adjacent property buffers along all aspects of the property boundaries.

All parcels remain wooded although Parcel 1 has been recently harvested per state forestry standards in the last two years. Parcel 2 in the site plans of the property remains wooded and includes a portion of a site identified as the Cates Creek Hardwood Forest in An Inventory of Mafic Natural Areas in the North Carolina Piedmont (Oakley, et al., 1995) and recognized again in the Orange County Inventory Update in 2004 (Sorrie, Shaw, et al., 2004). The natural area contains a large, mature, high quality oak-hickory forest dominated by Carolina shagbark hickory, white ash, post oak, and white oak. The entire site is comprised of around 160 acres, of which Parcel 2 of the Research Triangle Park site plan contains a very small portion (approx. 5.6 acres).

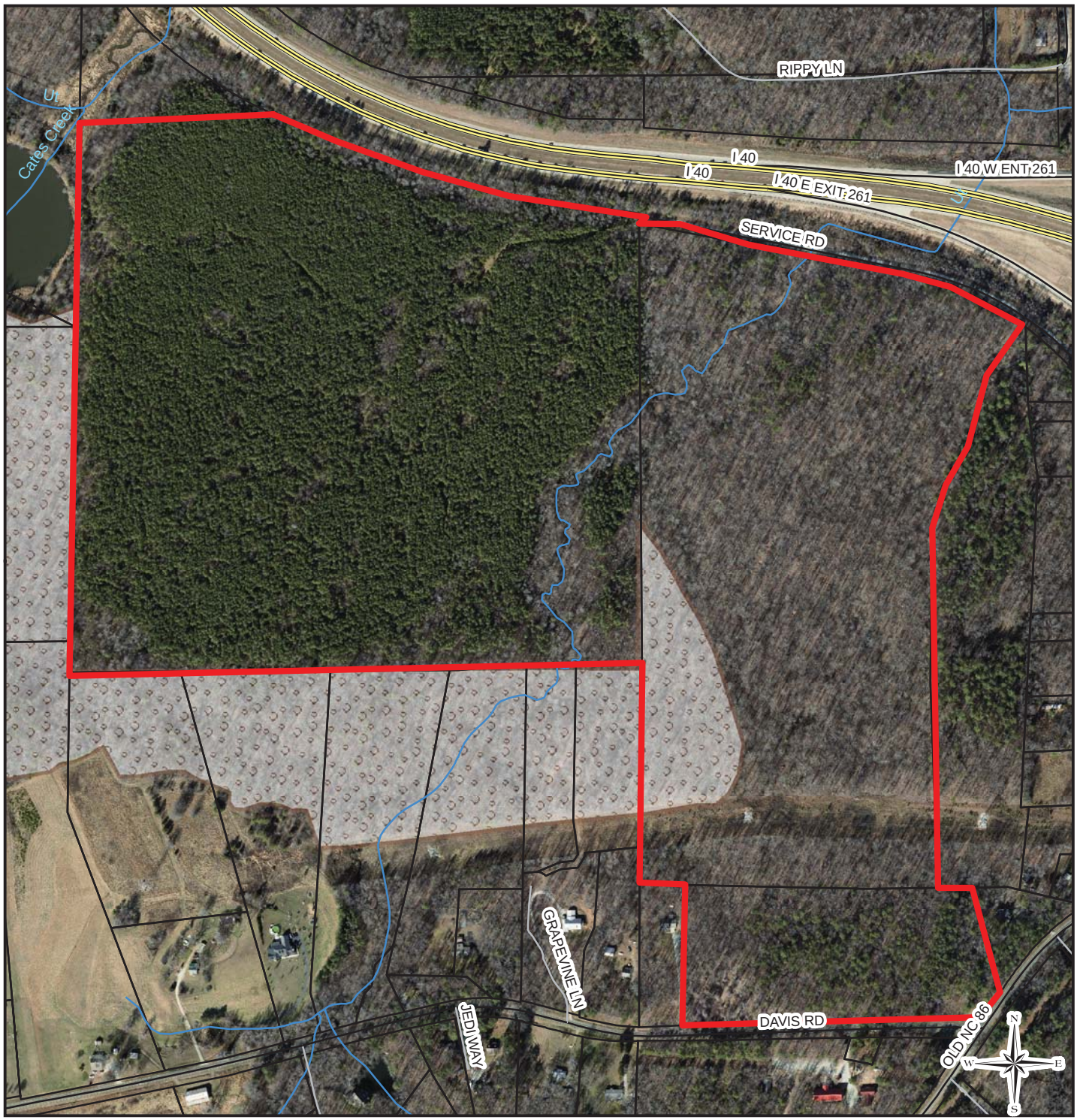
With the presence of a Natural Heritage site on the property, it is in the County's and the public interest to have this area protected in its current condition, as an extension of the site's open space, and to assist the landowner toward that end. If the landowners wish the area to remain in private ownership, they could grant a conservation easement to the County. As the easement "grantee" the County would be responsible for monitoring the site at least once each year to make sure that the terms of the easement are not violated. Advance notice would be provided to the landowners before County staff entered the property.

If the owners or their agents are interested in exploring this option, I would be happy to sit down with them to discuss potential pros and cons.

Cultural Resources Review Comments: There are no previously identified historic properties or resources located on the subject parcel. As with any development, care should be taken to locate, identify and protect any potential human burial sites or cemeteries. The current Cemetery Census does not show any identified burials on this parcel. Anyone who encounters what appears to be a burial or grave should immediately contact the Orange County Cultural Resources Coordinator at 919-245-2517.

If you have questions please contact Christian at x-2514 or Peter at x-2517.

Research Triangle Logistics Park- NHA Area Map 384



Tract Information

Landowner: Proposed RTLP Development Boundary
Lat: 36' 02.07"
Long: 79' 06.25"
Date: 6/30/2020
Image: 2017 Aerial Photo
Created By: Christian Hirni
Acres: ~160

0 175 350 700 1,050 1,400 Feet

ORANGE COUNTY

Department *of* Environment, Agriculture, Parks & Recreation

Legend

- Roads
- RTLP Development Boundary
- Natural Heritage Area
- Streams
- Tax Parcels

Research Triangle Logistics Park- NHA Context Map



Tract Information

Landowner: Proposed RTLP Development Boundary
Lat: 36' 02.07"
Long: 79' 06.25"
Date: 6/30/2020
Image: 2017 Aerial Photo
Created By: Christian Hirni
Acres: ~160

0 330 660 1,320 1,980 2,640 Feet

ORANGE COUNTY

Department *of* Environment, Agriculture, Parks & Recreation

Legend

- Roads
- RTLP Development Boundary
- Natural Heritage Area
- Streams
- Tax Parcels

Kimley»Horn

July 14, 2020

Michael D. Harvey
Current Planning Supervisor
Orange County
131 W. Margaret Lane, Suite 201
Hillsborough, NC 27278

RE: ***Conditional Zoning Atlas Amendment – Master Plan Development (MPD) for Research Triangle Logistics Park (RTLP) – First Round Comments***

Attached please find the Applicant's written responses to comments from Orange County issued on June 20,2020 for the above referenced project.

The responses are transmitted to you with the following information:

- One Revised digital 24"x36" Master Plan Set (under separate cover)
- One Revised digital project Binder
- One digital copy of Duke Energy transmission line easement.

Please contact me at (919) 653-2927 or Chris.Bostic@kimley-horn.com should you or your staff have any questions concerning our responses.

Sincerely,



Chris Bostic, P.E.

Project Manager

PLANNING & INSPECTIONS DEPARTMENT

1. **Comment: Page 1 – Approximately 20 acres of the parcel, north of Interstate 40, is not part of the application and will remain zoned as currently depicted on the official County Zoning Atlas.**

   Response: *Correct, no area north of I-40 is part of the rezoning.*

2. **Comment: Page 2 – I.A.1 – The narrative and exhibits make reference to stormwater 'best management practices' or BMPs for the Project. Please update such references to 'stormwater control measures' or SCMs per current State and County guidelines.**

   Response: *All occurrences of BMPs have been updated to SCMs as requested.*

3. **Comment: Page 2 – I.A.2 - There are no references in the narrative to proposed parking standards (i.e. required number of spaces per sq.ft. of proposed land use, loading space design requirements, shared parking, compact parking standards, drive-isle standards, etc.) for the Project.**
   Please modify the narrative to either indicate the Project will comply with the provisions of Section 6.9 Parking, Loading, and Circulation of the UDO or propose a comparable parking standard for consideration.

   Response: *The parking standards to be used are as follows: Minimum Vehicular Parking Requirements: 1 space per 750s.f. of office space + 1 space per 3,000s.f. of additional indoor area and have been noted in the binder.*

4. **Comment: Page 2 – I.A.2.i - A condition of approval for the Settlers Point MPD-CZ project indicated at minimum of 1% of all required parking be designed to accommodate electrical charging stations. Staff believes there will be similar interest for the Project.**

   Response: *There is no plan to make electric parking a requirement of this project at this time.*

5. **Comment: Page 3 – I.A.2.ii – A condition of approval for the Settlers Point MPD-CZ project required the creation/designation of 100 parking spaces to serve as supporting 'park and ride' activities. While the nature of this project is different from Settlers Point, staff believes there will be discussion at both the Planning Board and County Commissioner level on requiring a similar condition.**

   Response: *Due to the nature of this project, there will be no park and ride facilities provided.*

6. **Comment: Page 3 – I.A.3 - Section 6.7.5 (D) of the UDO requires the issuance of a Class A Special Use Permit when any non-residential land use within an MPD-CZ is developed: ... 'within 200 ft. of a property line of an existing dwelling unit located on a lot smaller than 2 acres in size. This section specifically applies to MPD-CZ development(s) within the Hillsborough Economic Development District.**

   This provision may impact portions of the Project as currently denoted on the master plan, specifically development on the 12-acre parcel (PIN 9862-99-8894) as adjacent parcels, each with a residential land use, are under 2 acres in size.

   Response: *We understand this comment is pending further discussion.*

7. **Comment: Page 3 – I.A.4 - The Project will be required to comply with provisions of Section 6.10 Roadway Improvements and Multi-modal Transportation of the UDO.**

   Response: *We understand the public streets will comply with this section of the UDO; however the internal streets are private and will not be held to this standard.*

8. **Comment: Page 3 – I.A.5 - Staff is continuing to review language on utility permitting and connection standards with the Town of Hillsborough staff and will provide additional feedback as soon as possible.**

   Response: *Noted.*

9. **Comment: Page 3 – I.B.1 - Page 4 Final Paragraph: There is language within the narrative discussing the submittal of the Conditional Zoning Atlas amendment package, which could confuse the average reader. You should consider revising the language as follows:**
   Given the scope of the project, we believe it is appropriate to submit the project through the County's Master Plan Development (MPD) Conditional Zoning process, the purpose of which is to:

   > ***…provide for unified large scale subdivisions, non- residential, and mixed use developments that promote economical and efficient land use, improved /ev'e/ of amenities, appropriate and harmonious variety, creative design, and a better environment through the approval of a general Master Plan.***

   In accordance with the provision of Section 2.9.2 of the Orange County Unified Development Ordinance (UDO), we are proud to submit ~~the~~ this request to rezone a total of 161.21 acres of property, further defined in Section 1-2 of the document, to a MPD Conditional Zoning designation for development as the RTLP consistent with proposed development standards.

This includes the rezoning of approximately 148.8 acres of property previously zoned MPD-CZ by the County as part of the Settlers Point project.
Approval of this request will, in effect, eliminate the County's previous action to approve the Settlers Point project in January of 2018. ~~***12.35 acres of land and submit the cumulative (being 161.216 acres) properties identified herein as being part of the RTLP project to MPD-CZ and allow for the development of the project consistent with recommended development standards.***~~

Response: *This change is acceptable and has been incorporated into the revised document.*

10. **Comment: Page 4 – I.B.2 - Section 1-2 Project Size and Location: Staff recommends including the following language under the subsection number 2 describing the rezoning of PIN 9863-91-6573:**
    'APPLICANT NOTE: Approximately 20 acres of the parcel, which is located north of Interstate 40, are not pad of the application and will remain in the ownership of the current property owner and zoned EDH-2 consistent with current County regulations'.
    While all parties are aware of the distinction, the narrative should contain a definitive reference that the request only involves rezoning 60 acres of an 80 acre parcel.

    Response: *Narrative has been revised as requested.*

11. **Comment: Page 4 – I.B.3 - Section 1-3 Current Land Uses: Include a reference to the Settlers Point project when identifying the parcels zoned MPD-CZ:**
    PIN — 9863718857 Undeveloped MPD-CZ (formerly Settlers Point MPD-CZ)
    PIN — 9863916573 Undeveloped MPD-CZ (formerly Settlers Point MPD-CZ)
    This will help the general public to follow what is being proposed, and what was previously done.

    Response: *The PIN information has been updated as requested.*

12. **Comment: Page 4 – I.B.4.i - Water/Sewer improvements: Provide language indicating the extension of applicable utility lines shall be in accordance with Town of Hillsborough's utility extension protocols/policies.**
    Staff recommends additional language be added defining/clarifying what a 'looped' water line system will entail. For example, where will the connection(s) be made (i.e. off Old NC Highway 86 near David Road, a new water line running parallel with Interstate 40 connecting to existing lines off Orange Grove Road, etc.).
    There also should be some mention of required permitting to install the new utility lines.
    This detail will need to be present on the utility master plan contained in Exhibit D as well.

Response: *The binder has been updated accordingly.*

13. **Comment: Page 4 – I.B.4.ii – Road improvements: Add references to the Traffic Impact Analysis (TIA) contained in Exhibit H of the application.**

    Response: *TIA comments will be addressed globally upon receipt of direction from NCDOT.*

14. **Comment: Page 5 – I.B.5 - Section 2 — Land Use Program: The narrative makes a reference to 'County Planning staff' referring to the Project as the 'Research Triangle Logistics Park' or RTLP. This is the name you have chosen for the Project and is not a 'staff' reference. Please revise existing language accordingly.**

    Response: *This revision has been made as requested.*

15. **Comment: Page 5 – I.B.6.i - The narrative should be revised to include additional detail(s) on proposed development activities, namely:**
    A description/identification of each individual development area or 'pod' within the Project;
    This information should also be placed on the master plan set.

    Response: *This information has been provided as requested.*

16. **Comment: Page 5 – I.B.6.ii-iv - The narrative should be revised to include additional detail(s) on proposed development activities, namely:**
    -Anticipated number of buildings and their size for each development area or 'pod';
    -An explanation on the anticipated number of parking spaces;
    -An explanation of loading berths/zones for each area or 'pod';
    This information should also be placed on the master plan set.

    Response: *Please reference the schematic plan that shows the general location of these items.*

17. **Comment: Page 5 – I.B.7 - Section 2-1 Land Uses: Staff is concerned the proposed list of allowable and prohibited land uses does not following existing naming or organization conventions as detailed in Section 5.2 Table of Permitted Uses of the UDO. We suggest additional review of our recommendation(s) on the listing of land uses consistent with our June 1, 2020 email as contained in Attachment 1.**

    Response: *The list of allowable land uses shall remain as previously submitted, however, further discussion may be warranted.*

18. **Comment: Page 5 – I.B.8.i – There is no mention of Floor Area Ratio (FAR) requirements within the narrative.**
As proposed, the FAR for the Project appears to be approximately (i.e. roughly 13,939 sq.ft. of floor area per acre with a cumulative total of 2,250,00 sq.ft. of floor space for the 161 acres located within the Project).
As a comparison, the FAR for:
    - **Settlers Point for District 1 was 0.20 (i.e. 8,712 sq.ft. of floor area per acre);**
    - **County UDO would potentially allow 0.65 (i.e. 28,314 sq.ft. of floor area per acre) if the MPD-CZ parcels were still zoned Economic Development Hillsborough Research and Manufacturing (EDH-5).**

The proposed FAR appears consistent with what has been historically allowed for the parcels making up the bulk of the Project.
NOTE: The FAR should also be listed on the master plan set, specifically sheet(s) C.2.

Response: *The proposed FAR will be set at a maximum of 0.65 to match County standard.*

19. **Comment: Page 5 – I.B.8.ii – Number 1: Per Section 6.7.5 (C) (1) of the UDO, the maximum impervious surface level for the Project is 50%. After conferring with the Director, it has been recommended the narrative contain language discussing the cumulative/shared nature of the development (i.e. shared access roads, shared parking, common stormwater control measures, open space preservation, etc.) resulting in an overall reduction in the amount of land clearing/grading that will be required to accommodate the Project.**
This will result in an overall reduction in the anticipated environmental impact of the Project justifying additional impervious surface area.

Response: *As noted in the comment above, the improvements common to each building result in a relatively limited overall disturbance of the project as compared to the proposed built upon area which does result in a relatively limited environmental impact.*

20. **Comment: Page 6 – I.B.8.iii – Number 2: Staff recommends the minimum percentage of open/landscaped space for the Project be increased to a minimum of 30% of the Project or 48 acres.**
According to the 'graded area exhibit' of the Environmental Assessment (Exhibit G) anticipated open space for the project is approximately 41 acres or 25% of land area. The Director has indicated he is willing to allow for the 498,705 sq.ft. of land area reserved to serve as stormwater control measures to be included as part of the open space calculation.
NOTE: The minimum open space requirement should be listed on the master plan set, specifically sheet(s) C.2.

Response: *The minimum open space requirement in the narrative has been increased to 25%.*

21. **Comment: Page 6 – I.B.8.iv – Number 3: Per Section 6.7.5 (C) (1) of the UDO the maximum height allowed for the Project is 60 ft. There are additional setback requirements for structures exceeding 40 ft. in height per Section 3.7 of the UDO.**
Staff recommends references in the narrative to a '6 story height limit' be replaced with the following:
Buildings within the development shall abide by the height limitations and allowances established within Section 3.7 Economic Development Districts — Economic Development Hillsborough Research and Manufacturing (EDH-5) of the UDO.
Under no circumstances may a structure exceed 60 ft. in height.
NOTE: Height allowances/restrictions should be listed on the master plan set, specifically sheet(s) C.2.

    Response: *Narrative has been modified to address the 60' limitation.*

22. **Comment: Page 6 – I.B.8.v – Number 4: Please include specific references to the Stream Buffer regulations as contained in the UDO (i.e. Section 6.13).**
Further, we recommend including language within this section referencing your submittal of a Letter of Map Amendment (LOMA) to the Federal Emergency Management Agency (FEMA) for review, which may result in a reduction of land area encumbered by identified floodplain. This is to address potential concern(s) the submitted master plan (i.e. the overall preliminary site plan map — Sheet C-2) denotes potential development activity in areas currently identified as being within special flood hazard area, where development activity is specifically prohibited in accordance with Section 6.21 of the UDO.

    Response: *We have modified the narrative as requested.*

23. **Comment: Page 7 – I.B.9.i – Number 1 Noise: Language should indicate the Project shall comply with the County's Noise Ordinance, as enforced by the Sheriff's Office, and Section 6.4.3 of the UDO.**

    Response: *We have updated this language.*

24. **Comment: Page 7 – I.B.9.ii – Orange County Solid Waste staff members have agreed, in concept, with the language contained in Section 2-2-2 (6) of the narrative. A recommended condition of approval will be:**

        'All solid waste and recycling collection methods, facilities, areas, etc. shall be reviewed during formal site plan review by Orange County Solid Waste. Site specific development conditions

associated with solid waste/recycling collection and disposal will be addressed at that time'

There is a typo under 6 (d) (v) of the narrative, specifically the word 'and' appears at the end of the proposed standard that does not appear to belong.

Response: *Narrative has been updated as requested.*

25. **Comment: Page 7 – I.B.9.iii – Number 7 Erosion Control: Please revise the narrative and make specific reference the Project will comply with the provisions of Section 6.15 Soil Erosion and Sedimentation Control of the UDO.**

Response: *The narrative has been revised as requested.*

26. **Comment: Page 7 – I.B.9.iv – Orange County Erosion Control and Stormwater Management staffs are reviewing the proposed conditions under Section 2-2-2 of the narrative. General observation(s):**
    1. **If it is your intention to make use of nutrient buy-down tools, the narrative should contain language denoting same.**
    2. **County riparian/floodplain buffer requirements are more restrictive that State riparian standards. Language in Section 8 (a) of the narrative should be modified to indicate riparian buffers shall be maintained consistent with the provision(s) of Section 6.13 of the UDO. This change will also ensure consistency with language contained in Section 2-2-3 (1) (a) of the narrative.**

Response: *1. Narrative notes that the project has the option to utilize a nutrient buydown. 2. This language has been modified as requested.*

27. **Comment: Page 7 – I.B.10 – Section 2-2-3 General Performance Standards — Environmental: The narrative needs to contain a summary of the findings of the Environmental Assessment (Exhibit G). Specifically, an analysis of the information demonstrating compliance with applicable standards (i.e. Section 6.16.3 (B) of the UDO). This analysis is vital to documenting your rationale for arguing an Environmental Impact Statement, as detailed in Section 6.16.4 of the UDO, is not required for the Project.**

Response: *The environmental section of the narrative has been updated with justification as requested.*

28. **Comment: Page 8 – I.B.11 – Staff recommends you add language indicating the 'examples' contained within the narrative are for illustrative purposes only and do not represent actual client(s) or tenants. The rationale is the listing of a specific company**

or business could become an unnecessary focus of discussion/criticism during review of the Project.

Response: *Language added as requested.*

29. **Comment: Page 8 – I.B.12 – Section 2-3-2 Landscaping and Preservation Design:**
    - **i. General: The section should provide detail on the landscape and buffer management standards for the Project, including:**
        1. **Amount of proposed foliage within identified landscaped areas. Section 6.8.7 (F) of the UDO, the County establishes various buffer types outlining the number/species of foliage required within every 100 linear ft. of property.**
           The narrative will need to define what level of landscaping is going to be required consistent with this standard.
    - **ii. Number 2: Language should be modified to indicate formal landscape plans shall be submitted as part of each individual site plan for review and approval consistent with approved standards for the Project.**
    - **iii. Number 5:**
        1. **Specify planting of a canopy tree within required tree islands;**
        2. **Tree(s) should be, at a minimum, 1 '7 inch caliper at dbh at time of installation;**
        3. **Tree planting area should be increased from 162 sq.ft. (9 ft. by 18 ft. as suggested) to a minimum of 200 sq.ft. to ensure adequate area for installation. As a reminder Section 6.8.7 (D) (2) (b) requires terminal landscape islands within parking lots to be 300 sq.ft. in area;**
        4. **Each terminal island or 'tree grate area' as detailed in the narrative should contain 1 canopy tree and shrubs for coverage. Staff recommends inclusion of a typical 'tree grate area' design schematic showing the 'tree grate area' design as well as the anticipated installation of proposed foliage.**
    - **iv. Number 6:**
        1. **All parking areas should have a vegetative buffer, at least 10 ft. in width, separating parking from adjacent open space, vehicular use areas, property lines, etc. For reference purposes, staff is recommending compliance with Section 6.8.7 (D) (1) of the UDO.**
           If it is your intention to allow existing/preserved foliage to satisfy this requirement, please indicate same within the narrative and on Sheet C-6 of the master plan set;
        2. **Staff is not of the opinion a 5% building perimeter landscaping requirement will be sufficient and recommends continued discussion. For reference purposes, current regulations would require the following (Section 6.8.7 (C))**
           A minimum of a five foot landscape area must be planted around the entire foundation of non- residential structures to

blend the architecture into the site and to accent entrances. Vegetation of varying heights and textures shall be placed along walls and fences to soften the planes.
If a landscape area around the foundation is not possible, as in the case of existing buildings and parking, landscape planters should be incorporated into the store frontage. This can be done by means of raised planters, sidewalk cutouts, or portable planters.

v. **Number 7: As previously indicated, the County requires landscaping to be installed/preserved to meet a specified level of intensity (i.e. minimum foliage per every 100 linear ft.). Staff requests additional review of establishing a minimum standard for the Project using the provisions of Section 6.8.6 as a guide.**
As part of initiating this conversation, staff requests you consider the following minimum standard: 3 canopy, 1 evergreen, 2 deciduous understory, 5 evergreen understory, and 40 shrub trees for every 100 ft. of required landscape area.

Response: *The binder has been modified in consideration of these requests. Regarding item 7, we are proposing a perimeter buffer where existing vegetation is cleared. In areas where vegetation is not cleared, the existing vegetation will count toward the perimeter buffer.*

30. **Comment: Page 9 – I.B.13 – Section 2-3-3 Signs and Lighting:**
    i. **Staff is still reviewing the master sign plan (Exhibit F) and will provide comment(s) as soon as possible.**
    ii. **If the location of outdoor lighting fixtures is known, a formal lighting plan is required to be submitted as part of the MPD-CZ application (refer to Section 6.11.5 (B) of the UDO). If not, please add language indicating same within the narrative.**
    iii. **With respect to lighting standards contained in Section 2-3-3 of the narrative, staff recommends:**
        1. **Add language indicating all lights shall be full cut-off fixtures;**
        2. **Provide detail on the anticipated height of all light poles;**
        3. **Provide detail that the Project will comply with maximum permitted foot-candle limits consistent with Section 6.11.6 of the UDO (i.e. observe a light limit of 0.5 foot-candles at any adjoining residential property line and/or 1.0 foot-candles at any adjoining non-residential property line);**
        4. **You may wish to add language to the narrative indicating all security lights shall abide by the requirements of Section 6.11.3 (J) of the UDO;**
        5. **Add language indicating formal lighting plans shall be submitted with all site plans where outdoor lighting is proposed;**

6. **Add language that lighting for the project shall comply with applicable NC Department of Transportation requirements for roadway lighting.**

Response: *Cutoff light fixtures will be provided, and light fixtures will not exceed 45' in height. All roadways internal to the project are private and not subject to NCDOT requirements.*

31. **Comment: Page 10 – I.B.14 – Section 3-1 Internal Traffic Circulation and Parking: No initial comments other than those referenced under 'General Comments'.**

    Response: *Noted.*

32. **Comment: Page 10 – I.B.15 – Section 3-2 TIA Improvement Summary:**
    - i. **The TIA describes the Project as consisting of "2,251,200 sq. feet of warehouse".**
      As there will be a myriad of other development occurring within the Project (i.e. light manufacturing, warehousing, research, medical, fulfillment services, etc.) staff is concerned the TIA does not adequately anticipate/define impacts.
    - ii. **According to the TIA, the Project anticipates generating 3,648 new trips per average weekday, with 320 AM peak trips and 326 PM peak trips. The AM/PM "peaks" represent only 18% of all trips. This number seems small to staff. This, combined with the anticipated mixture of land uses summarized herein, could create issues with some of the lower-performing LOS intersections (and overall greater rates of congestion in the area).**
    - iii. **There does not appear to be sufficient right-of-way to allow for the development of a dedicated right-turn lane on southbound Old NC 86. The concern for staff is that this 'right-turn lane' is the designated connection to three (listed as A, B and C within the TIA) of four total driveways to be constructed (the fourth, D, will be on Davis Rd.).**
    - iv. **The three "exceptions" that do not meet LOS D or better for average intersections are all predicated on a "typical" AM and PM peak time. Staff is concerned this will, actually, be the case if the majority/entirety of the development is warehousing.**
    - v. **The turn movements were calculated in October of 2016. Staff is concerned how valid this data may still be.**
    - vi. **One Page 31, Table 8 of the TIA there are references to Old NC 86 at I-40 EB have an issue with maxing out the 200-feet of available storage during AM travel periods.**
      Staff is concerned none of the recommendations contained within the TIA call for an additional lane or improvement beyond a traffic light to address this issue.
    - vii. **The overall conclusions (page 34 of Exhibit H) identify the problems that create a LOS E and LOS F for these particular intersections, but offer no solutions. As**

2 of the three intersections in question connect to I-40, and one connects with the road containing three of the development's four total driveways, this is a concern for staff.

Response: *TIA comments will be addressed globally upon receipt of direction from NCDOT.*

33. **Comment: Page 11 – I.B.16 – Section 5-1 Vegetated Buffers:**
    - i. **Number 1: As proposed, there is a 100 ft. 'perimeter structure buffer' along the external western property line with allowances for parking/internal roads within 50 ft. of the western property line.**
      Consistent with the provisions of Section 6.8.12 (C) of the UDO, staff recommends observing a 100 ft. perimeter buffer for the Project from western and southern property lines that are adjacent to residentially zoned property. Staff would agree with allowing trails and/or roadways within this area but not parking areas.
    - ii. **Number 3: Staff recommends a 30 ft. vegetative/landscape area separating the Project from both the Service and Davis Road rights- of-way. As written, the narrative references a 25 ft. 'land use buffer' along Service Road and does not mention Davis Road.**
    - iii. **Number 4: Please indicate buffers along all 'water features' (i.e. streams, floodplain, wetlands, etc.) shall be preserved consistent with Section 6.13 of the UDO. As an aside, required buffer is based on slope. There may be areas of the Project where a 65 ft. stream buffer may be applicable versus an 80 ft. buffer.**

Response: *i. In order to observe the recommended stream and floodplain buffers, the perimeter buffers will remain as proposed. ii: A 30' vegetative/landscape area separating the project from Davis Road right-of-way will be included; iii: Narrative has been updated accordingly.*

34. **Comment: Page 11 – I.C.1 – Master Plan Set:**
    1. Section 6.7.1 (B) (1) of the UDO requires a map of the development site. While the master plan map set provides the majority of required detail(s), the submittal should be modified as indicated:
    - **i. Label and identify the various 'lines' on the submitted map(s). Specifically:**
      1. **Internal and external property lines;**
      2. **Internal rights-of-way;**
      3. **Internal district or 'pod' development areas;**
      4. **Utility lines/easements. Staff recommends the use of a legend indicating what these lines represent (i.e. project boundary lines, utility easements, utility service areas, rights-of-way, etc.).**
    - **ii. Sheet C-2 should display the floodplain and floodplain buffer area per Section 6.13 of the UDO;**

iii. Sheet C-2 should display the following information:

1. **Proposed floor area ratio (FAR) for the Project;**
2. **Proposed open space;**
3. **Breakdown of landscape/buffer area (i.e. acreage) for the Project;**
4. **Proposed setbacks (internal and external);**
5. **Anticipated number of parking spaces, loading berths/stalls, etc.;**
6. **Maximum allowable building height (in general and per each individual development 'pod' if there will be a difference);**
7. **Anticipated number of parking spaces with access to alternative energy charging stations (if proposed);**
8. **Number of 'park and ride' spaces (if proposed).**

Response: *Site plans updated accordingly.*

Comment: iv. Development of Building D appears to 'cross' an existing property line. There needs to be some explanation of boundary/development areas on the master plan set providing an explanation of what will be included within individual development areas of the Project.

Response: *Property lines have been updated on this submittal.*

Comment: v. Sheet(s) C-2 and C-2.4 indicate there will be development activity occurring within an existing utility easement, specifically a power line easement. Staff requires documentation indicating either the power line/easement is being relocated or the utility provider will allow for the development of parking and structures within their easement.

Response: *A copy of the Duke Energy easement is included with this submittal.*

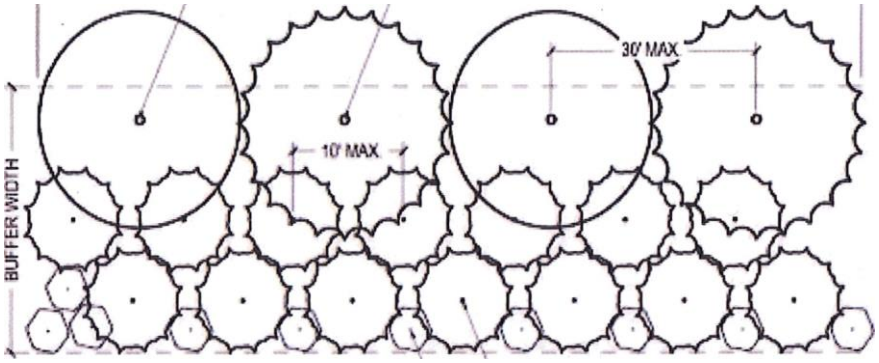
Comment: vi. Sheet C-6: Label and document all proposed and/or required landscape/ buffer areas for the Project including, but not limited to:

1. **Perimeter buffers;**
2. **In-between lot/development pod landscape areas;**
3. **Internal landscaping (i.e. parking lot and parking lot perimeter, building, preservation of existing significant foliage, etc.);**
4. **Stream/floodplain buffers;**
5. **Major Transportation Corridor (MTC) buffers, including requested breaks consistent with Section 6.6.4 of the UDO.**

Response: *These items have been labeled as requested.*

Comment: vii. Sheet C-6 needs a legend detailing what the proposed landscape/buffer areas are.

Further, revise the Sheet to contain the proposed planting schedule (i.e. amount of foliage for every 100 linear ft. of the Project) consistent with previous direction. Staff recommends use of a planting detail on the Sheet supporting this description and offers the following illustrative example as a guide:



Note: not taken from County UDO. Graphic is for illustrative purposes only.

Response: *Planting detail will be added as requested to the master plans*

35. **Comment: Page 13 – I.1.i – Provide the following additional detail on Sheet C-2:**
    1. **A typical public road access cross section detail for the individual development areas;**
    2. **A typical interior roadway design standard (i.e. cross section) including drainage detail(s) and explanation of how drainage will be handled by interior road systems if at all;**
    3. **If there is a proposed layout (i.e. creation of individual parcels allowing for development) please denote same on this map;**
    4. **Provide language indicating if denoted stormwater control measures (SCMs) are:**
        a. **For illustrative purposes (i.e. final SCM location shall be determined with the submittal of a formal stormwater management plan in accordance with the UDO);**
        b. **Are anticipated to serve as master drainage basin areas or for specific 'pods'.**

    Response: *1. The access road is a private road and no cross section will be provided.*
    2. The majority of interior roadway drainage will be handled by onsite SCMs.
    3. Individual parcels have been noted in this resubmittal.
    4. The SCMs are based on master drainage basins and illustrative in nature.

36. **Comment: Page 13 – I.1.ii – Sheet C-4: Section 6.7.1 (B) (6) of the UDO requires a map detailing the utility master plan for the project (Sheet C-4). While the Sheet C-4**

provides the majority of required detail(s), the submittal should be modified as indicated:

1. **Denote the location of all utility lines (i.e. sewer, water, reclaimed water, stormwater management, electrical service, cable, telephone, etc.) on the map. As part of this modification please provide a key/legend detailing:**
    a. **Existing infrastructure in place,**
    b. **What infrastructure is expected to be constructed by Orange County/Town of Hillsborough, and**
    c. **New infrastructure serving the project.**
    As part of this requirement, staff will need detailed information on proposed line types, sizes, anticipated construction, etc.

b. **Denote the anticipated location of sidewalks to assist staff ascertain if there will be any conflicts with utility location.**

c. **The map will need to be modified to include the detailed design calculations for the project indicating that the proposed utility lines are sufficient for expected development and associated/estimated density for the project.**

d. **Include a note indicating: 'All onsite utilities shall be underground unless approved by the Board of County Commissioners'.**

e. **Indicate connection points to various utility lines.**

f. **Denote the location of any anticipated/planned utility infrastructure (i.e. pump stations, etc.).**

g. **Please include the following information on Sheet C-4:**
    a. **Provide detail on anticipated fire flow for the proposed utility lines with detail on how same will support the project. As a general reminder fire flow requirements are necessary for consideration when sizing water lines.**
    b. **Provide detail on the anticipated placement of manholes and elevations same. This will include the provision of a typical manhole construction detail.**
    c. **Anticipated stub out locations.**
    d. **All existing and anticipated utility line easements.**
    e. **Provide sufficient detail outlining how the project will comply with the Town of Hillsborough water/sewer utility line construction standards.**
    f. **Additional detail on expected build-out. This information shall be essential in evaluating the ability of installed infrastructure to meet current and future needs of the project.**
    g. **Information outlining opportunities for water and sewer extension to serve adjacent parcels.**
    NOTE: The ability to serve surrounding parcels is predicated on said parcels location within a primary service area as detailed within the Water and Sewer Management, Planning, and Boundary Agreement (WASMPBA), the County Comprehensive Plan, and the Orange County/Town of Hillsborough Joint Planning Land Use Plan.

Response: *A note has been added that sufficient water flow and pressure for fire flows will be provided at time of Certificate of Occupancy. All internal infrastructure will be constructed by the developer. Water and sewer extensions will be constructed via development agreement with the Town of Hillsborough. Further analysis not provided within the scope of this entitlement would be necessary to ascertain the feasibility of utility extensions to adjacent properties.*

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
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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

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.

Reference: Research Triangle Logistics Park TIA Supplement

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.
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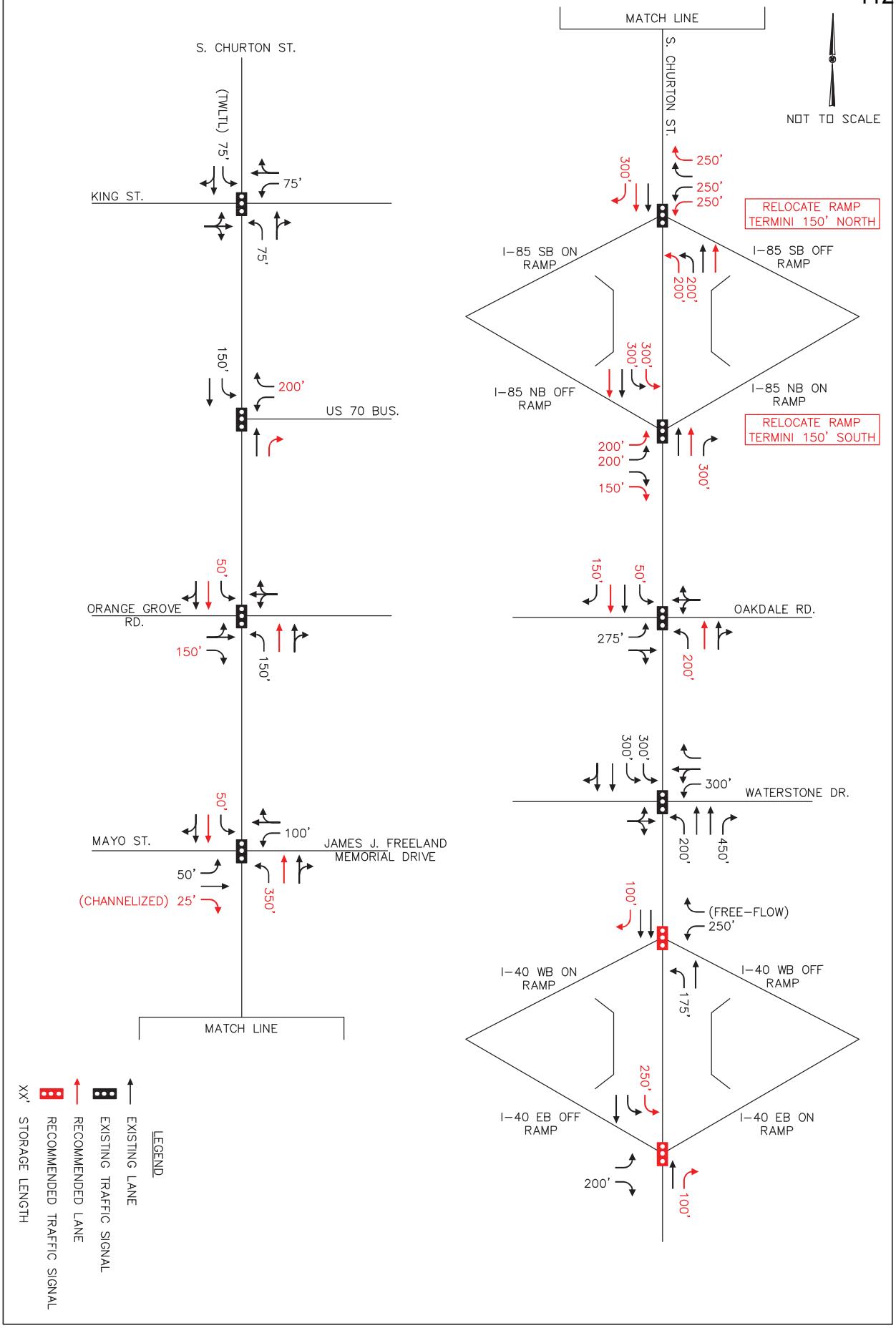
Raleigh, North Carolina 27606-3563

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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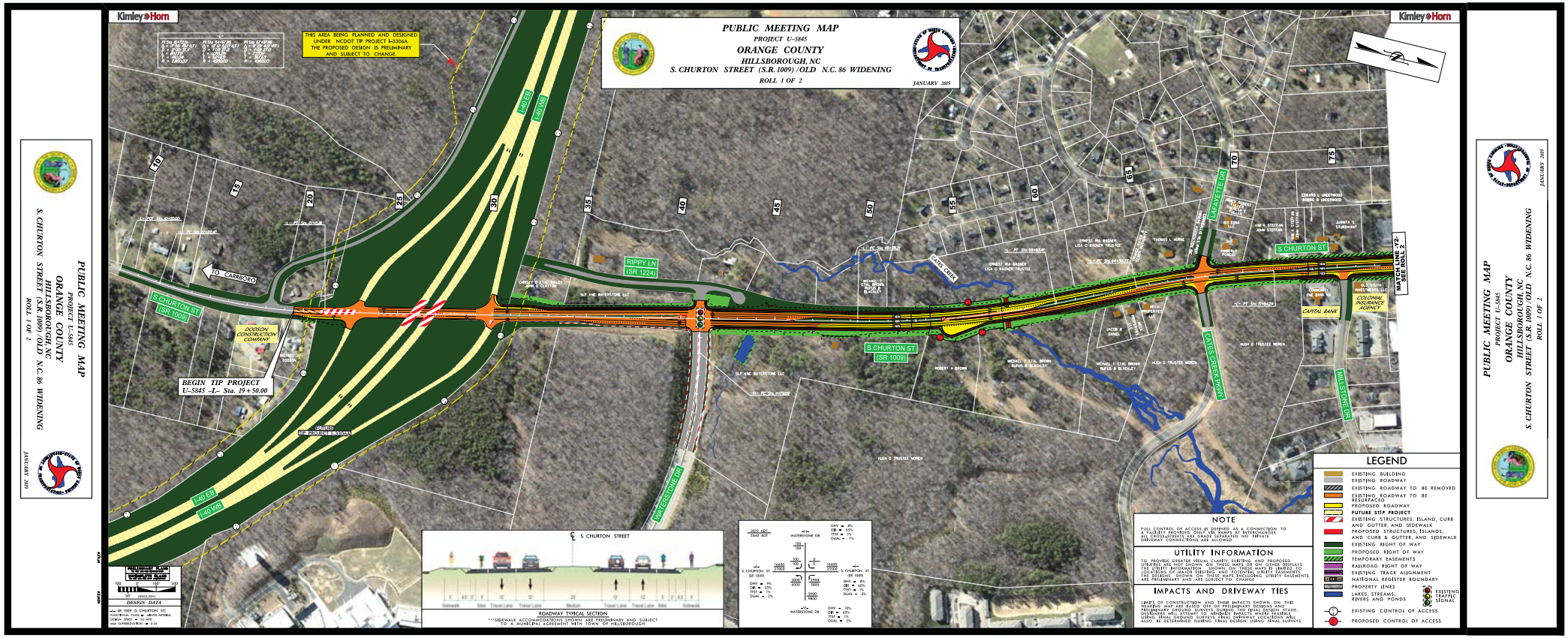
Attachment 2: U-5845 Public Hearing Map


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 I-5306A. 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)
GATES CREEK
LAFAYETTE DR
GATES CREEK WAY
MILLSTONE DR
WATERSTONE DR
NC 86
I-40 EB
I-40 WB
DODSON CONSTRUCTION COMPANY
CAPITAL BANK
COLONIAL INSURANCE AGENCY
SLF NNC WATERSTONE LLC
ROBERT H BROOKS
HUGH G TRUSTEE MOREN
MICHAEL T ETAL BROWN RUFUS B BLACKLEY
ERNEST RAI BRADNER LISA C BRADNER TRUSTEE
THOMAS L HORNE
EDWARD L UNDERWOOD BONNIE D UNDERWOOD
JAMES V STURDIVANT
KIM S STEFFAN JOHN STEFFAN
JACOB D DANIEL
CHRISTY D ETAL BAILEY JOHN D CLAYTON
DESIGN DATA
ADT = 19,700 (S. CHURTON ST)
DESIGN YEAR = 2040 (OPENING YEAR = 2020)
DESIGN SPEED = 35 MPH
RAIL SUPERELEVATION = 0.06
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 FREEWAY WHERE ONLY INTERCHANGES, GRADE SEPARATIONS, OR MAJOR SEPARATED NO PRIVATE DRIVEWAY CONNECTIONS ARE ALLOWED
UTILITY INFORMATION
TO PROVIDE GREATER VISUAL CLARITY, EXISTING AND PROPOSED UTILITIES ARE NOT SHOWN ON THESE MAPS OR OTHER DISPLAYS. HOWEVER, ADDITIONAL UTILITY INFORMATION, INCLUDING THE LOCATIONS OF MAJOR EXISTING AND POTENTIAL UTILITY EASEMENTS, THE DESIGNS 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 MAP ARE PRELIMINARY AND SUBJECT TO CHANGE. THE LOCATIONS OF PRELIMINARY ACCESS TO PROPERTIES INCLUDING DRIVEWAYS SHOWN ON THESE MAPS ARE PRELIMINARY AND SUBJECT TO CHANGE. DESIGNERS WILL ATTEMPT TO MINIMIZE IMPACTS WHERE FEASIBLE. LIKEWISE, 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

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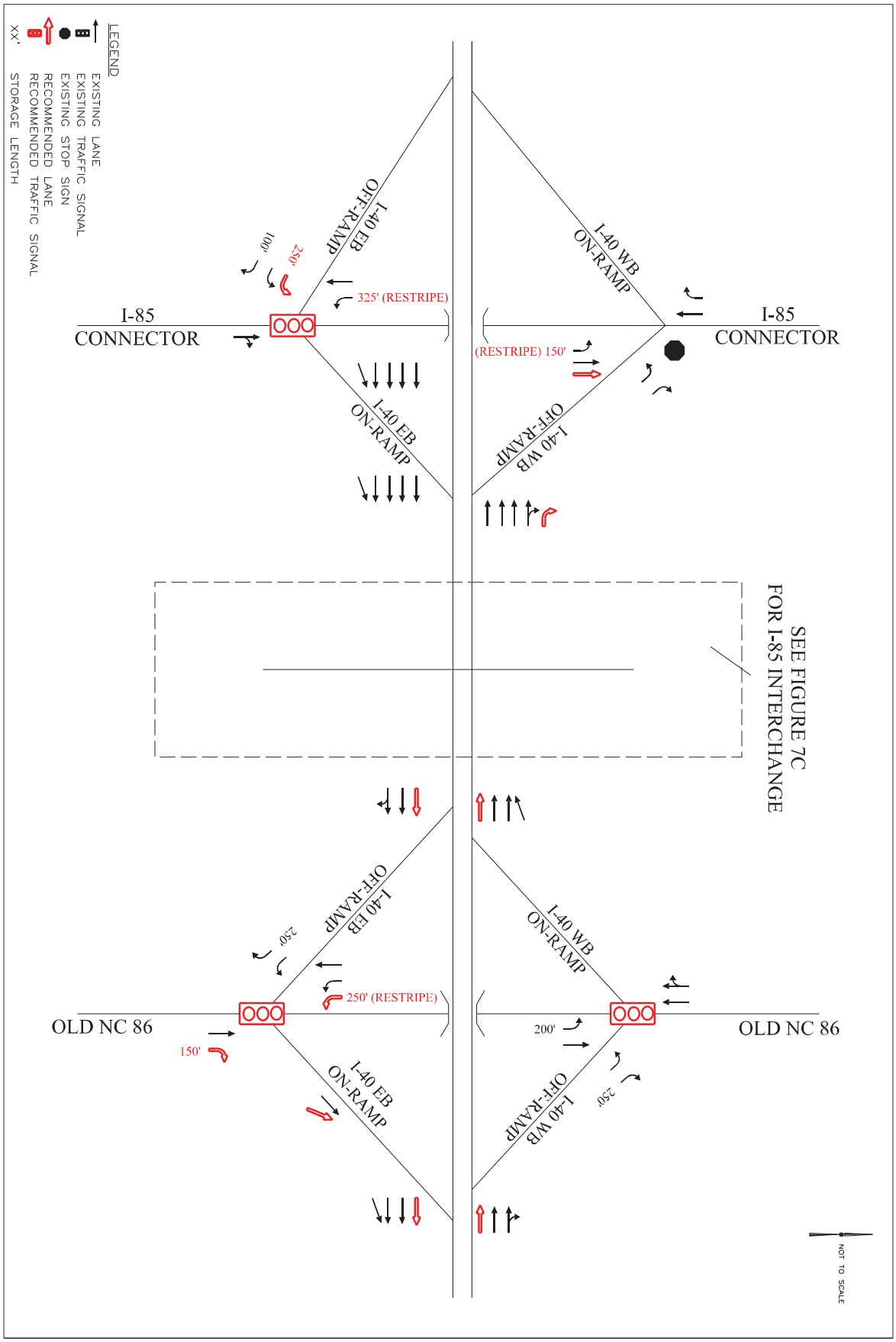
Attachment 3: Improvements Figure from I-3306A



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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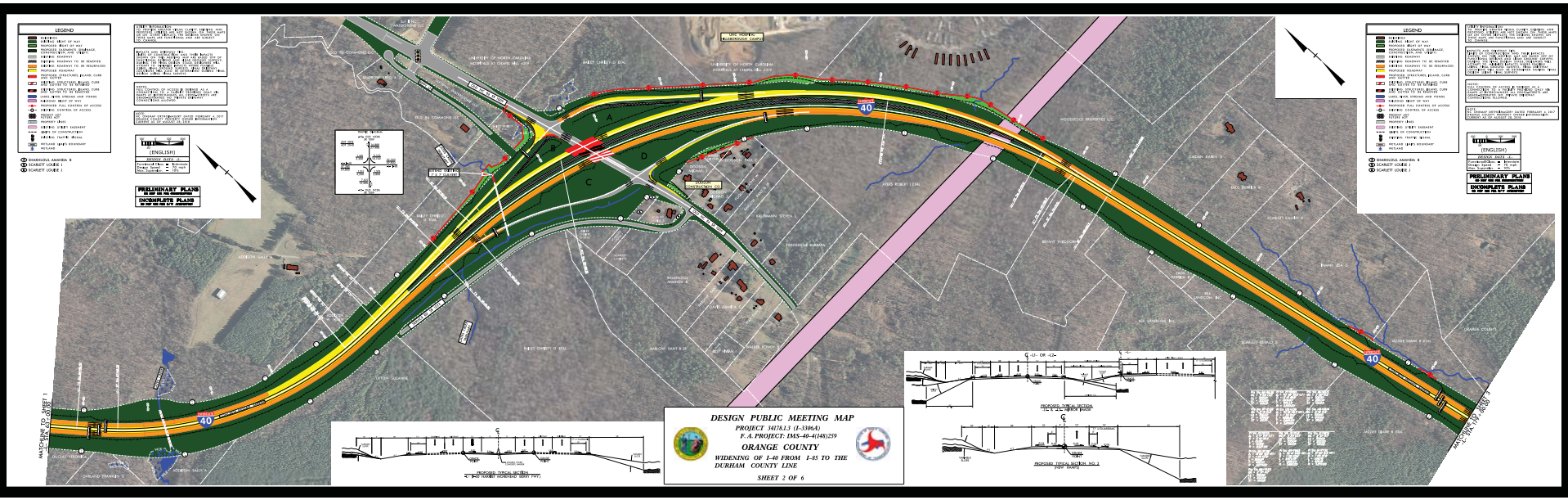
Attachment 4: I-3306A Public Hearing Map


LEGEND
(ENGLISH)
PRELIMINARY PLANS
INCOMPLETE PLANS
DESIGN PUBLIC MEETING MAP
PROJECT 34178.1.3 (I-3306A)
F. A. PROJECT: IMS-40-4(144)259
ORANGE COUNTY
WIDENING OF I-40 FROM I-85 TO THE DURHAM COUNTY LINE
SHEET 2 OF 6
MATCHLINE TO SHEET 1
MATCHLINE TO SHEET 3
PROPOSED TYPICAL SECTION
PROPOSED TYPICAL SECTION NO. 2
(NEW RAMPS)

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

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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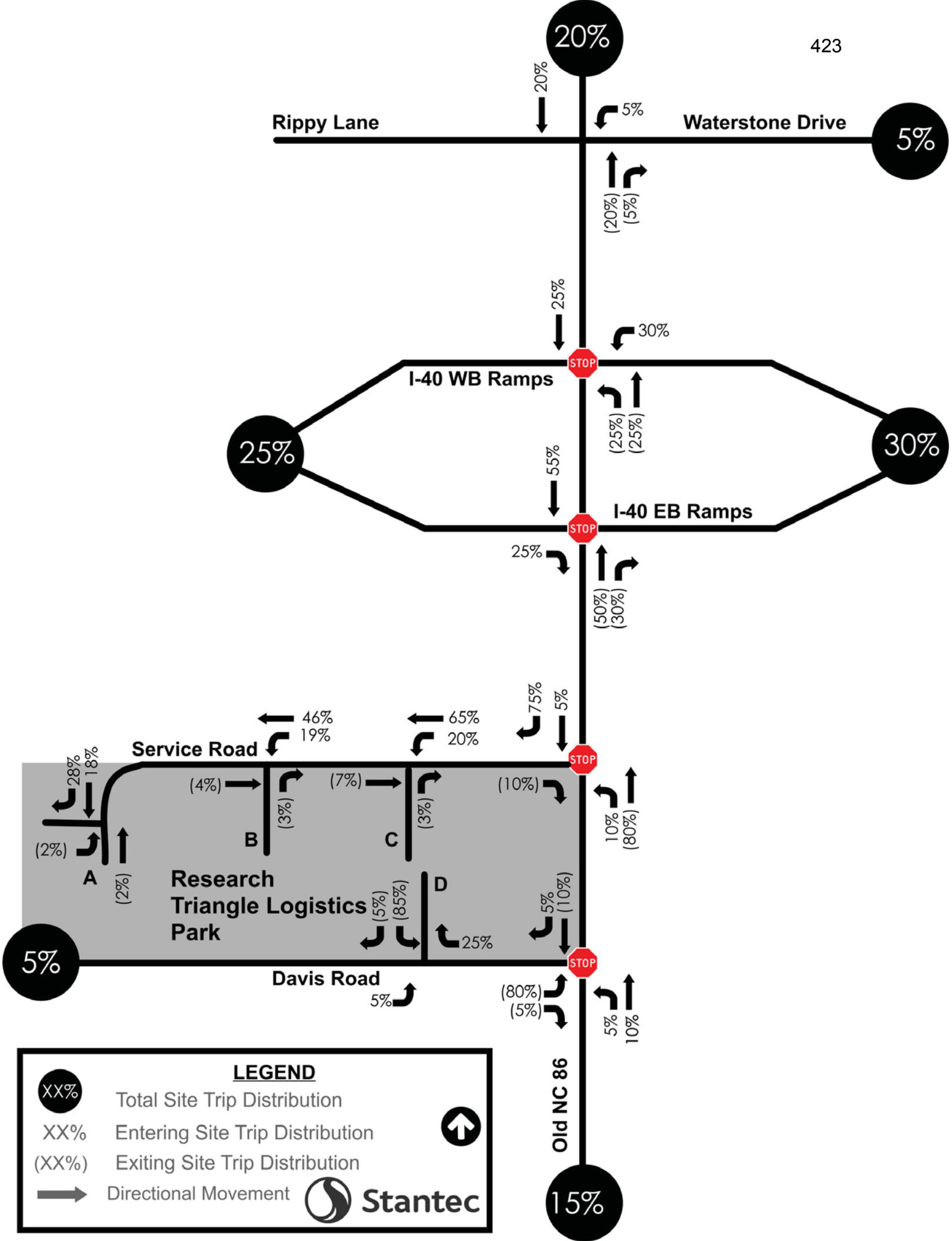
Raleigh, North Carolina 27606-3563

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


20%
20%
Rippy Lane
5%
Waterstone Drive
5%
(20%)
(5%)
25%
30%
STOP
I-40 WB Ramps
(25%)
(25%)
25%
55%
30%
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%
Davis Road
STOP
5%
(80%)
(5%)
5%
10%
Old NC 86
15%
LEGEND
XX%
Total Site Trip Distribution
XX%
Entering Site Trip Distribution
(XX%)
Exiting Site Trip Distribution
Directional Movement
Stantec

Stantec Consulting Services Inc.
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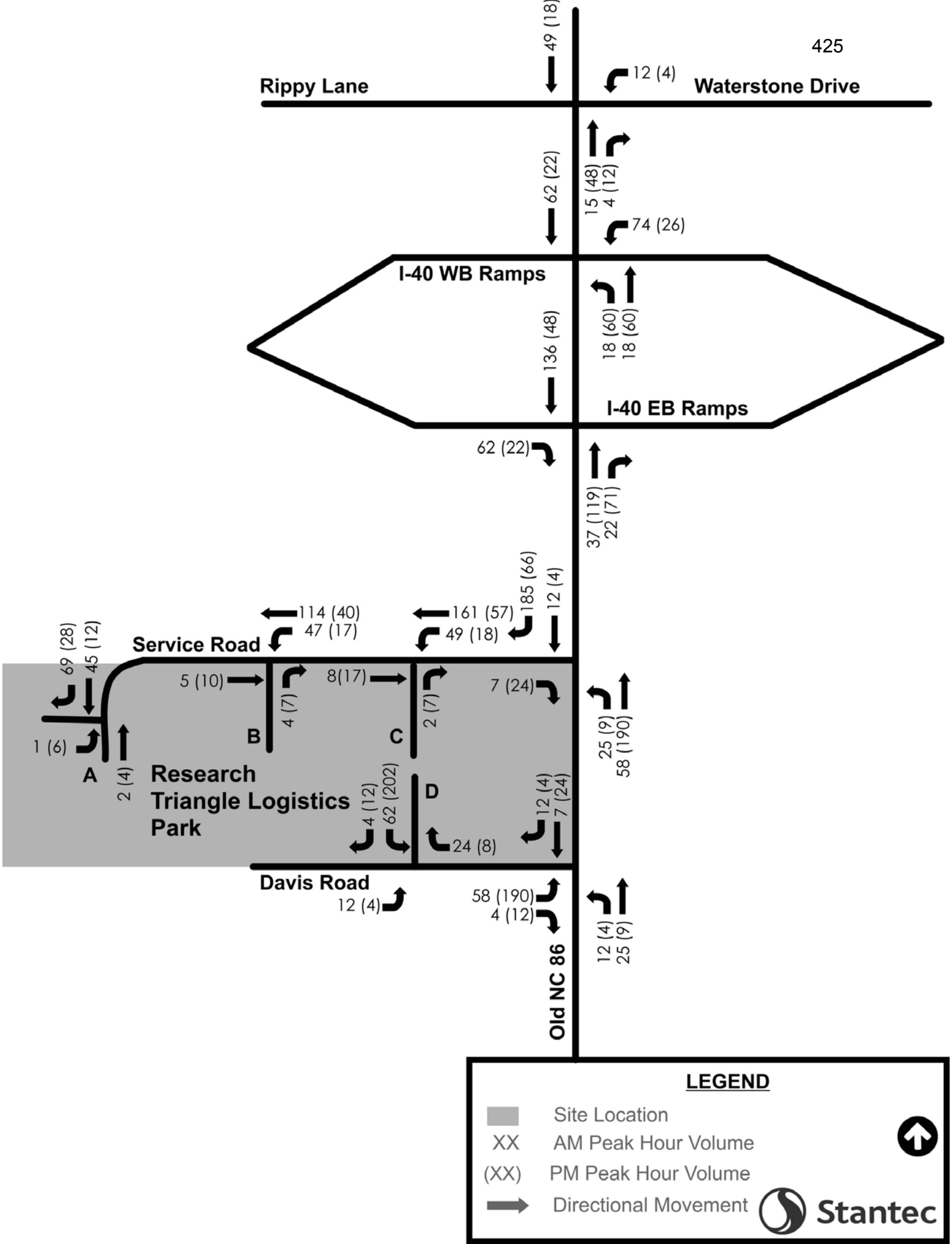
Raleigh, North Carolina 27606-3563

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
I-40 EB Ramps
136 (48)
18 (60)
18 (60)
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)
2 (4)
A
B
C
D
Research
Triangle Logistics
Park
4 (12)
62 (202)
12 (4)
7 (24)
24 (8)
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

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

Attachment 8: Revised Recommended Improvements

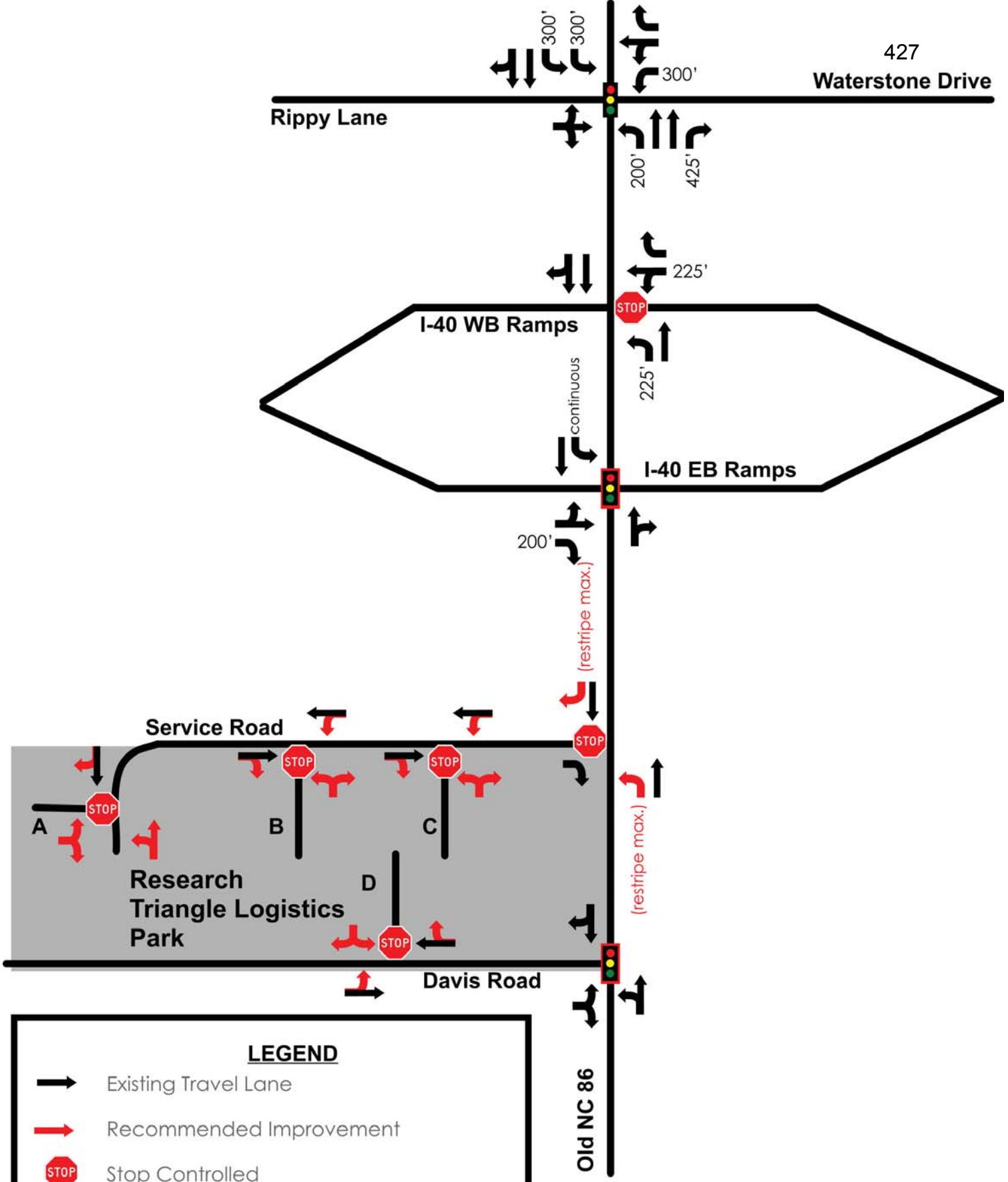


Figure is Not To Scale

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Raleigh, North Carolina 27606-3563

Attachment 9: Synchro Reports

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									

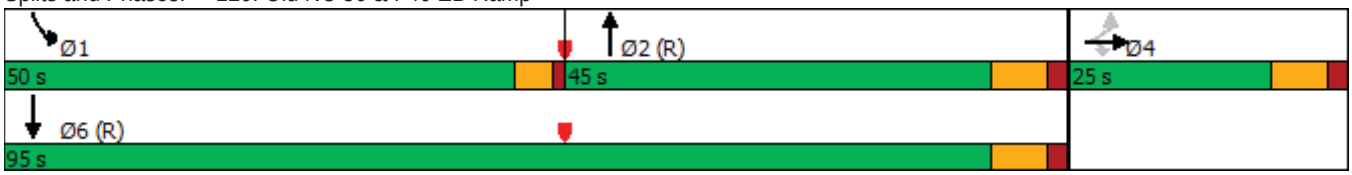
Lanes, Volumes, Timings
120: Old NC 86 & I-40 EB Ramp

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



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

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									

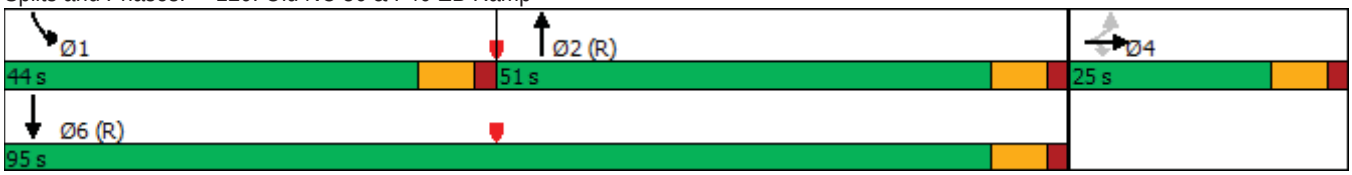
Lanes, Volumes, Timings
120: Old NC 86 & I-40 EB Ramp

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



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

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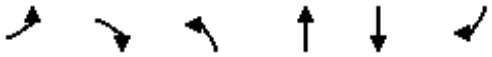
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	261	39	45	367	312	139
Future Volume (vph)	261	39	45	367	312	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.959	
Flt Protected	0.958			0.995		
Satd. Flow (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



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.
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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

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

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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

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

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

August 17, 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 TIA Supplement

Dear Mr. Peach,

As you are aware, NCDOT previously reviewed the TIA for the above-mentioned development and provided comments in our previous correspondence dated July 31, 2020. In response to our comments and request for additional information, you provided a TIA supplement dated August 5, 2020. Based on the additional information provided, I offer the following revised comments which supersede my previous correspondence dated July 31, 2020.

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

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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.

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). These projects are currently under development. Project schedules are uncertain at this time due to recent budget impacts to Department programs.

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:

We concur that, the intersection will operate acceptably in the future build scenario with no additional improvements necessary to mitigate impacts attributable to site traffic. Future improvements may be considered within the scope of the above-mentioned STIP projects if deemed to be warranted and needed.

Old NC 86 and I-40 Eastbound Ramps Intersection:

We concur with the TIA recommendation that the developer install a traffic signal at this intersection. Future improvements may be considered within the scope of the above-mentioned STIP projects if deemed to be warranted and needed.

Old NC 86 and Service Road Intersection:

We concur with the TIA recommendation, that due to, short intersection spacing and expected queue spillback from the adjacent Old NC 86/I-40 Eastbound ramp interchange that this intersection be converted to right in/right out with a northbound directional left-over, subject to the following:

- Provide appropriate median and channelization to provide positive guidance and control of movements. The developer shall notify and coordinate with adjacent property owners whose access may be impacted by this geometry.
- Construct an exclusive northbound left turn lane with 125' of full storage and appropriate transitions

- Construct an exclusive southbound right turn lane with 100’ of full storage and appropriate transitions.
- Provide appropriate internal site circulation and wayfinding to provide access to Davis Road to accommodate redirected egress volumes wishing to return to I-40

Old NC 86 and Davis Road Intersection:

We concur with the TIA recommendation that the developer install a traffic signal at this location subject to:

- Provide an exclusive southbound right turn lane with 100’ of full storage and appropriate transitions.
- Provide appropriate intersection geometry to accommodate commercial vehicle turning movements.

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’ and appropriate intersection geometry to accommodate commercial vehicles.

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’ and appropriate intersection geometry to accommodate commercial vehicles.
.

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

- Construct a 100’ westbound right turn taper

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...

C. N. Edwards Jr., PE
District Engineer

Cc: 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

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July 24, 2020

SUMMARY MEETING NOTES
Neighborhood Information Meeting (NIM) for Research Triangle Logistics Park (RTLP) Master Plan Development Conditional Zoning District (MPD-CZ) Application

Consistent with the requirement(s) of Section 2.9.2 (D) *Conditional Zoning District – Neighborhood Information Meeting* of the Orange County Unified Development Ordinance (UDO), a neighborhood information meeting (NIM) was held on Wednesday July 15, 2020 for the Research Triangle Logistics Park (RTLP) Master Plan Development Conditional Zoning (MPD-CZ) District application.

The applicant sent a notice of the meeting date, time, and on-line meeting registration link to all property owners within 1,000 feet of the subject property, consistent with the requirements of the UDO.

ATTENDEES: Frank Csapo (Applicant); Michael Birch (Attorney for Applicant); Chris Bostic (Kimley Horn – Site Plan/Engineering Design for Project); Matt Peach and Christa Greene (SANTEC Consulting – Traffic Engineering Firm who completed the TIA);

Michael Harvey (Orange County Planning);

Franklin Garland; Joan Kalmitski; Betty Garland; Jim Garland; Bill Sudyk; Jonathan Williams; Fred Tapp; Karen Vanderlinden; Joseph Shore (Adjacent Property Owners);.

SUMMARY OF PROJECT:

The applicant summarized the proposal as follows:

A new Zoning Atlas Amendment application for 3 parcels west of Old NC Highway 86, South of Interstate 40, identified as follows:

- PIN 9863-71-8857: an approximately 90 acre parcel of property zoned MPD-CZ, part of the Settlers Point project approved by the County in 2018, and Major Transportation Corridor (MTC) Overlay District;

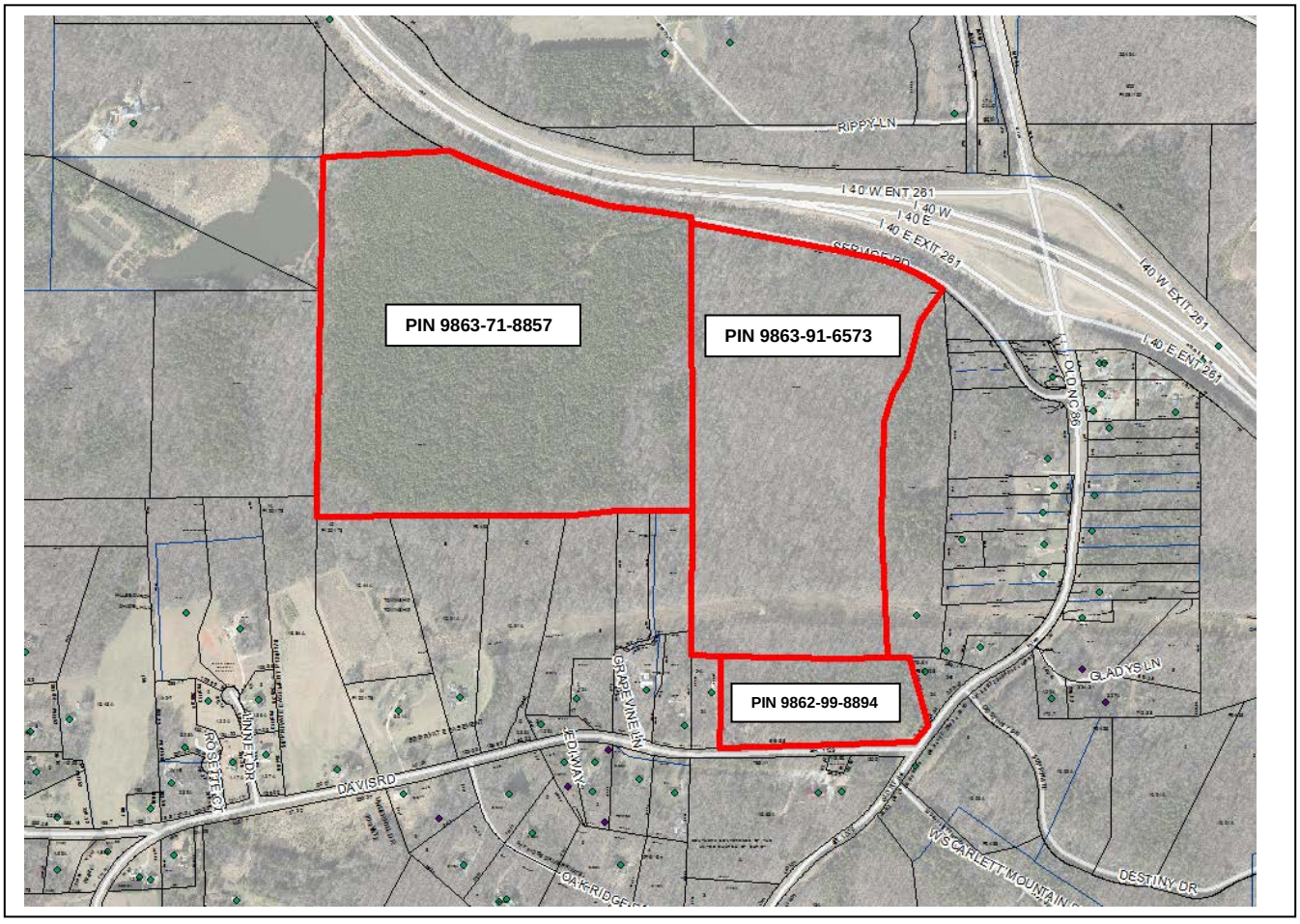
- PIN 9863-91-6573: approximately 60 acres of a 80 acre parcel of property currently zoned MPD-CZ (i.e. part of the Settlers Point project approved by the County in 2018) and Economic Development Hillsborough Limited Officer (EDH-2), and Major Transportation Corridor (MTC) Overlay District;

  STAFF COMMENT: The 20 acres, north of Interstate 40, shall remain zoned EDH-2 and MTC.

- PIN 9862-99-8894: an approximately 12 acre parcel of property zoned Rural Residential (R-1) and Rural Buffer (RB).

  STAFF COMMENT: The RB zoned portion of this property, approximately 26,000 sq.ft. in area, shall remain zoned RB.

encompassing a total of 161 acres south of Interstate 40 (see map below).



Application proposes a new MPD-CZ referred to as the Research Triangle Logistics Park (RTLP).

STAFF COMMENT: This current request involves only 2 parcels that were part of the Settlers Point MPD-CZ approved by the County in January of 2018.

The remaining 8 parcels of the Settlers Point MPD-CZ, east of Old NC Highway 86 referred to as District 2, are being rezoned by County staff. This is a separate

action consistent with the direction/determination of the Orange County Planning Director and does not involve the RTLP MPD-CZ applicant.

If approved, the Settlers Point MPD-CZ district will be eliminated.

The applicant summarized development within the proposed project as follows:

1. Project involves 161 acres (7,013,160 sq.ft.) of property;
2. The project will observe a floor area ratio of 0.65 (28,314 sq.ft. of allowable building area per acre (43,560 sq.ft.) of property) consistent with County regulations. This translates to over 2,250,000 sq.ft. of anticipated building area;
3. There will be approximately 41 acres (25%) of open space;
4. A 100 ft. building, and 50 ft. parking/loading area setback, shall be observed along the western and southern property line. Existing foliage in this area (i.e. exclusive of planning parking/loading areas) shall be preserved;
5. Buildings shall observe a 6 story height limit consistent with County regulations. Accessory structures (i.e. water tower, telecommunication tower, etc.) may be higher;
6. Applicant contains a master sign plan;
7. Outdoor lighting shall abide by County regulations as it relates to allowable lighting intensities at property lines and the use of full-cut off fixtures;
8. Access to the development shall be off of Service Road and Davis Drive;
9. The project shall abide by applicable erosion control and stormwater regulations as detailed in Section(s) 6.14 and 6.15 of the County UDO;
10. Stream and floodplain buffers shall be preserved consistent with County regulations;
11. Permitted land uses shall include health technology, information sciences and engineering, advanced manufacturing, light manufacturing, scientific research and laboratories, logistics, warehousing and supply chain fulfillment land uses.

    The applicant also reviewed a list of prohibited land uses;
12. The applicant reviewed maps contained within the Traffic Impact Analysis (TIA) of the application package (Exhibit H) and discussed anticipated traffic impacts/improvements. This included discussion of improvements to the intersection of Davis Road and Old NC Highway 86.

PUBLIC COMMENT(S) AND QUESTIONS:

A. What is the anticipated expansion date of the utility lines to serve the project?

   APPLICANT: We expect to complete utility connections by the end of 2020.

   COUNTY STAFF: Expansion of utilities shall be consistent with Town policies.

B. Why is this happening? Why didn't Settlers Point get developed?

APPLICANT: The Developer did not move forward with the project.

COUNTY STAFF: Properties were rezoned in 2018 to the approved MPD-CZ district (i.e. Settlers Point). Development is subject to the various conditions imposed by the County in 2018.

It is my understanding the original applicant was unable to move the project forward until utilities were extended, a component of the project that was unfortunately delayed.

The current applicant is seeking to modify what was originally approved back in 2018 and has indicated a willingness to take a lead in extending the necessary utilities to serve the project consistent with County and Town agreement(s). They are, however, not interested in developing 8 parcels east of Old NC Highway 86 (i.e. District 2 of Settlers Point) and chose to focus on the 3 subject parcels referenced herein as part of a new Zoning Atlas Amendment application package creating a new MPD-CZ district.

It should be remembered that if this application is not approved, the Settlers Point project can still move forward consistent with the County's approval of the MPD-CZ district in 2018.

C. Why was only those property owners within 1,000 ft. notified of the NIM?

COUNTY STAFF: Section(s) 2.8 and 2.9.2 of the UDO requires property owners located within 1,000 ft. of a parcel that is part of a zoning atlas amendment request to be notified of various meetings (i.e. Planning Board meeting and public hearing held by the County Commissioners).

These notices, sent via first class mail, are required to be sent more than 10 days, but less than 25 days, from scheduled meetings.

Orange County also requires applicant's seeking a Conditional Zoning designation to schedule and hold a neighborhood information meeting (NIM) where the project can be reviewed by those property owners within 1,000 ft. These notices are also sent first-class mail.

As an aside, Orange County's notification requirement(s) exceeds those required under State law. Under applicable State regulations, local governments are typically only required to notify either adjacent property owners (i.e. directly sharing a property line with the subject parcel being rezoned), or within 100 ft. of a for certain development projects. The County voluntarily chose to exceed that standard and require a 1,000 ft. notice.

Further, a NIM is an Orange County requirement and is not required under State law.

D. We consider the 'neighborhood' to be more than just those parcels within 1,000 ft. of the subject parcels. Why weren't more people notified?

COUNTY STAFF: The use of the term 'neighborhood' does not identify a specific geographic area as it relates to which property owners are notified

of the submittal/review of an application. It is merely a descriptive term used for in the title of a meeting where individual property owners within a specified distance (i.e. 1,000 ft.) are notified of a meeting.

While some may consider a 'neighborhood' to be more expansive, the notification requirement typically required by the County for development projects (i.e. Special Use Permits, government offices, etc.) and Conditional Zoning atlas applications is 1,000 ft.

E. Davis Road is a rural county roadway. What steps are going to be taken to preserve our safety from additional traffic?

APPLICANT: We expect very minimal traffic on Davis Road given the access to I-40 and Hwy 86.

COUNTY STAFF: Staff is reviewing the Transportation Impact Analysis, submitted as part of the application package, with staff from the NC Department of Transportation.

F. Why is Davis Road being utilized as an access point for this project?

APPLICANT: The Davis Road connection offers another point of access for the project.

COUNTY STAFF: Existing traffic impact studies indicate Service Road (i.e. the NC Department of Transportation maintained roadway south of Interstate 40) will not be sufficient to handle to address internal and external access management needs for this project. A secondary driveway access will be required to serve this project. The applicant has elected to have this required secondary access point off of Davis Road.

As a reminder, the applicant for the previously approved Settlers Point MPD-CZ was also required to secure a second access point. At that time, the Settlers Point applicant was looking to secure a new access drive off of Old NC Highway 86.

G. What improvements are proposed for Davis Road?

COUNTY STAFF: It is anticipated there will be a signal installed at the intersection of Davis Road and Old NC Highway 86 if this project is developed as proposed.

H. Why weren't notices of the NIM sent through Certified Mail?

COUNTY STAFF: Section 2.9.2 (D) of the UDO does not require notices be sent via certified mail. They are required to be sent via first class mail.

I. This application should not be reviewed until there can be physical meetings allowing for more public participation and discussion. There are people in the area who either have poor internet access and cannot participate, or are not computer savvy enough to ensure they are able to have their voices heard.

COUNTY STAFF: The on-line meeting format is being conducted consistent with adopted State rules allowing local governments to process development proposals/applications.

While staff understands there are concerns over adjacent property owners being able to participate in the discussion of this project, the County is following established protocols.

To that end, additional opportunities are available multiple allowing individuals to participate the pending Planning Board meeting and BOCC public hearing. This includes provision of a call-in numbers so property owners with limited/no internet access can participate in the discussion.

J. How many stories are permitted within the 60' height allowance?

COUNTY STAFF: A 60 ft. building height allowance will typically result in 5 separate floors.

K. Are uses going to generate significant noise?

COUNTY STAFF: At this time there is no indication of the noise level that could be generated by individual land uses. The County does have, and enforces, noise regulations. Development of, and those uses permitted to operate within, this project will have to abide by applicable standards.

L. How many property owners were notified?

APPLICANT: 68 property owners were notified of the neighborhood meeting. Those property owners, who own multiple properties, were sent a single notice.

M. What is the expected construction timeline?

APPLICANT: If the project is approved, we expect to begin work in the spring of 2021.

N. Has the Applicant performed an environmental study?

APPLICANT: Yes, as part of the application process, we complement an environmental assessment application package that is being reviewed by Orange County. Please note these are new studies, and not repurposed from the Settlers Point rezoning.

O. Are trees included in the landscaped buffer?

APPLICANT: Yes. Orange County requires a vegetative buffer along the perimeter of the project.

P. Some property owners expressed concerns about trespassers fishing in their pond.

APPLICANT: Given the nature of the development, (i.e. people will be on the property to work), we do not foresee employees trespassing onto the neighbor's property to fish.

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

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 law 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 citizens 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 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 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 (for this MPD-CZ). You are correct that building height is usually determined by available … or I should say 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, one of the reasons this site has so much traction is because of the availability of water and sewer service and the potential for sprinklered buildings addressing some of these concerns 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 general land use categories with sample or anticipated uses for development within the project. The narrative also provides a prohibited use list as well. The direct answer to your

question is if a proposed activity falls into those general uses and is similar to the uses listed, much like the current County's Table of Permitted Uses, it would be permitted. You could have an activity consistent with research and development activities that, not to make a judgement call, you may not necessarily find viable as other similar uses (other research and development activities) but it could be developed within the project because you're allowing research and development. That goes directly to your example that there may be research and development activities that you are not comfortable with. We wouldn't have the authority to say no you can't do that as there is no specific prohibition. 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 staff would not have the authority to prohibit it (proposed land use) if it falls in the approved use category. That would be the same answer with the enforcement of the current Table of Permitted Uses.

If you are, for example, proposing a rec amenity and while you as an adjacent property may not like the actual amenity someone has chosen to develop, if the proposed use qualifies as an allowable use and meets applicable development requirements and criteria then it gets developed, it's permitted as an allowable 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, 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 could control. The applicant has responded to the Department of Transportation and we are waiting for a response to those comments. We've heard tonight from Planning Board members related to 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 some additional comments as we continue discussion.

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 two 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 (Interstate) 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

MEETING MINUTES
ORANGE COUNTY PLANNING BOARD
AUGUST 19, 2020
SPECIAL 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, Christopher Sandt, Staff Engineer; Nish Trivedi, Transportation Planner; Tyler Sliger, Planner; Molly Boyle: Planner; 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; Rick Ogburn, Director of Construction – Barrister Commercial Group;

OTHERS PRESENT: Penny Rich (BOCC Chair); Earl McKee, (BOCC); Ronald Allen; Joy Alvis; Diane Anderson; Daniel Arneman; Gina Arnone; Susan Attermeier; David B.; Jill Bauer; John Boxter; Clare Brennan; Jessie Brinson; Dana Brinson; Ronda Buchanan; Bob Bundschuh; Stephanie Caler; Jocelyn Carbonara; Samantha Carney; Stuart Carr; Christina Casa; EJ Caughlin; Annie Caulkins; Tom Caulkins; Gayane Chambless; Susan Cheek; Michael Childress; Karla Childress; John Clayton; Carolina Colbert; Karen Coulter; Linda Crabill; Kaye Crawford; Vincent Credle; Betsy Crittenden; James Curtis; Beth Daniel; Jane Davis; Mary Therese Deegan; Dennis DeJianne; John Dempsey; Nora Dennis; Anne Derby; Adam Dickens; Cindy DiLiberti; Mike Dodson; Maria Dowle; DC Dowmont; Rebecca Drapp; Diane and Erik Dunder; Cedar Eagle; Marguerite Eaton; Richard Eckberg; Jeremy Edmondson; Dale Edwards; Brika Eklund; Robb English; Williams Evans; James Farrin; Kenneth Fath; Phyllis Fath; Clairece Feagin; Joe Feagin; Karen Fernandez; Larry Fernandez; Beverly Ferreiro; Hope Folsom; Andy Freeman; Madelyn Friedman; Nan Fulcher; Florence Garland; Franklin Garland; Lisa Garland; Isabel Garland; Betty Garland; Kris Garvin; Beth Gerall; Andrew Gillespie; Aleta Gillespie; Theresa Gilliam; Tom Gilliam; Joel Gillis; Amira Glaser; Sascha Godfrey; Tammy Grubb; Dore Gruener; Myra Gwin-Summers; Barrett Hahn; J Mathew Hamlett; Parviz Hatami; Bonnie Hauser; Charles Hecht; Jeanne Hecht; Amy Henes; James Henninger; Sarah Henshaw; Michael Henson; Lauren Herman; Melissa Hinson; Tom Howe; Teresa Howell; Lucas Howerter; Janet Huebner; Matt Hughes; Mark Hulbert; Anthony Isley; Marilyn Jacobs Preyer; Chloe Johnson; Frederic Jordan; Jared Jurkiewicz; Joan Kalnitsky; Andrea Kalokitis; Gloria Kammerman; Tony and Gail Kane; Jesse Kaufmann; Jeb Kelly; Shelley Kennedy; Michael Kennedy; Jay Kennedy; Claire Kern; Stephen King; Brenda Knowles; Matthew Kostura; Brenda Kross; Ed Kushner; Pattie Kushner; Margo Lakin; Wilson Lamb; Becky Laudicina; Laura Lipps; Traci Little: Jeff Lloyd; Jon Lorusso; Ashley Lorusso; Keith Luck; Laura Maile; Bradley Manton; Andi Mariategui; Janet Marks; Jeffrey Marks; Ralph Marshall; Margaret Matheis; Nicole Mayer; Ellen Mayer; Adam McGovern; Jane McMullen; Kathryn Mentz; Karin Michel; Joelle Miller; Matt Mitchell; Justin Mitchell; Bill Mitchell; Rena Mitchell; Kaila Mitchell; Amy Morrow; Erin Mullaney; Amy Mullenix; Miguel Munoz; Alice Murdoch; Virginia Nadworny; Wanda Neville; Sandy Newton; Kevin Nicholson; Davia Nickelson; Kailey Norman; Wendy Novicenskie; Eric Nowicki; Lynn Occhiuzzo; Colin OConnor; Amira Oguntoyinbo; Kelly Owensby; Tami Pfeifer; Keith Poole; Christine Poole; Kristi Price; Marcos Prieto; Lauren Procopio; Jean-Francois Provost; Erik Reavely; Linda Reed; Kim Reiman; L.A. Renn; Victoria Reynolds; Carl Richardson; William Riedel; Leslie Roberts; Nicole Robertson; Chris Rodermond; Stephanie Rogers; Payton Rose; Beth Rosenberg; Maryanne Ross; Andrew Rouse; Victoria Roy; Korinn Saker; John Saylor; Jennifer Saylor; David Scanga; Lori Scanga; Gerald Scarlett; Tracy Schaeffer; Kathleen Schenley; Mark Schueller; Geoff Sebesta; Patricia Sena; Jayse Sessi; Amanda Shakhloul;

Michael Shannon; Claudia Shapiro; Karen Shelley; Sarah Shore; Joseph Shore; Doug Short; Ronald Sieber; Stanley Smith; Lily Smith; Katie Smith; Angela Sneed; Brandon Sneed; Rich Sodemann; Bruce Spencer; Kathy Stanford; Lisa Sutton; Frederick Tapp; Alison Taylor; Blake Tedder; Thelma Thomas; Paul Thomas; Bernard Thomas; Chip Thrasher; Lee Thurston; Jane Thurston; Merideth Tomlinson; Ashley Trahan; Edward Triplett; Elizabeth Turnbull; Catharine Vaughan; Rowdy Walker; Susan Walser; Sophie Wang; Judy Weinstock; Paul Werner; Deborah White; Mary Whortan; Stephan Williams; Erika Williamson; Phyllis Wright; Edward Wright; Jeffery Wysocki; Dana Xiao; Jenifer Yarnelle; Kenneth Yowell; Kurt Kulberg; Declan Cambey; "jdmmc"; "homevet"; 16 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. Draft Minutes for the August 5, 2020 Regular Meeting (to be approved at the next regular meeting; provided here for information purposes)

AGENDA ITEM 4: CONSIDERATION OF ADDITIONS TO AGENDA.

There were none

AGENDA ITEM 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 law 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 citizens 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 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 6: CHAIR COMMENTS

David Blankfard: Please everyone in the public please be kind to everybody else. We are all citizens of Orange County. If you have any comments, please direct them to the Planning Department and they will get them to us. Contacting us through Facebook, LinkedIn, telephone calls is not appropriate.

AGENDA ITEM 8: 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

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

Craig Benedict: Good evening, just for the help for the Planning Board, when the Planning Board suggests conditions, it is good to make sure there's consensus amongst the Planning Board that these are newly imposed conditions that go beyond what was in the original abstract. If one of your thoughts is to vote on the three conditions at are on page 17 of the abstract and those three new conditions that were suggested by the Board at the last meeting, it wasn't necessarily a vote. We want to make sure that when the vote does occur that these conditions are clearly included in the other 50 plus conditions that are there. Of those 3 conditions that you mentioned a couple of weeks ago, as Michael said, energy for the building, fuel storage more than 30 feet away from a flood plain area and EV stations at the buildings. So, at some point in your deliberations or possibly now, you could at least make a motion that the Planning Board is in agreement to add these to the other 50 plus conditions we have for the project. That is one topic; another topic is tonight there is a lot of people that are participating in the meeting. It is up to the Board to listen to proposals, it's also up to the Board if there is some repetitiveness you can say that is clearly noted in the record and we will take that under consideration. The motion that is available in the agenda package that is on page 41 for this item talks about the Planning Board coming to a determination in enough time that it can reach a public hearing in September. Please keep that in mind. It is not unlimited in your time to have to make decisions on this item. If the Board feels like it would like another meeting to hear additional input from the public that is their prerogative. It would probably be just one more opportunity to do that before we need to conclude this item, approval or denial and move it on; and get the draft minutes of the meeting to move onto the formal public hearing which is schedule to occur in mid-September. Those are just some additional items and we will help guide you through as deliberations continue. The first item I brought up is just to get some clarity to get that behind us so that we do not lose those additional conditions that were suggested by the Board on August 5th.

David Blankfard: Is everyone ok with the first condition about the fuel or chemical storage not occurring within 30 feet of the floodplain?

Planning Board Members were in consensus

David Blankfard: The next one is at least two electrical vehicle charging stations per building.

Planning Board Members were in consensus

David Blankfard: Ok, Hunter what did you say about the third one?

Hunter Spitzer: I would like for it, instead of reading unnecessarily preclude, read necessarily prepare for incorporation.

David Blankfard: So you want them to …

Hunter Spitzer: Necessarily prepare for incorporation of alternative energy systems.

Adam Beeman: What does that mean?

Hunter Spitzer: Well as it stated, they could necessarily preclude incorporation of alternative energy systems and it seems if they so choose they can make up any reason why they can necessarily preclude. I would like for it to be a little bit more forceful than that. So necessarily prepare would mean that I would like for them to design an idea, I

would like for them to propose their site plan with provisions for how solar will be incorporated at such time as they're prepared.

David Blankfard: So you're saying that you want them to design for it. Not necessarily install it?

Hunter Spitzer: Yes, I think that pretty much at least heavily encourages them to install at that point.

Adam Beeman: I am not understanding what you mean, during design for it? Would you like them to lay conduit and put disconnects? Or are you just talking about, I'm not understand …

Hunter Spitzer: During the architectural planning. Whether or not they lay the conduits at the time of construction or after the fact it at their choice.

Adam Beeman: I still don't understand design for, any building if in the right sun location, we can put solar panels on it and run conduit down the disconnects, that can all be done after the fact. I'm not sure what you mean about planning for it ahead of time.

Kim Piracci: I want to back up what Hunter is saying. Building can be built in such a way that they don't have solar panels today but it would be a lot cheaper to put solar panels on them tomorrow if that is desired, it just makes sense to build building that way. Now, having said that I'm not an architect or an engineer or an electrician, it's just something that seems to me makes sense to do in 2020. And so therefore, I feel like Hunter verbiage, his college degree is in this so I feel like if he thinks that's what the verbiage should be, I kind of want to support him on that. I would simply say, design would allow for future solar panel installation but the technology, the verbiage, I'm not an attorney and so maybe we just need guidance on this.

Adam Beeman: I am an electrician and that is why I'm saying I'm not quite understanding what you're going after? If you want to have like holes and penetration put through the roof so you can slide pipes through later, maybe I could understand what you're saying.

Hunter Spitzer: That is what I'm, design and construction shall necessarily prepare for the incorporation.

David Blankfard: You could also design the roof for an extra 15 lbs. per sq. ft. to accept the panels for future loading and they wouldn't even have to put in the conduit. The conduit could be put in later.

Adam Beeman: That I could understand and get behind. I just want clarification as to what we're talking about as far as design. I can understand what you're talking about as far as rood load.

Kim Piracci: I just believe, you're an electrician, so you understand that part, wires going through pipes. I'm sure there are other aspects of this we, Planning Board Members, don't and so if they're kind of required to be able to put solar panels on in the future then that will take place at the architect level. And David came up with roof load brilliantly, I didn't think of that and there are probably other considerations beyond our scope.

Randy Marshall: Can I just make a very simple rewording suggestion that says, building design/construction shall allow for the incorporation of alternative energy systems such as solar panels. That gets the double negative out of it and make it a positive but doesn't really change the gist of what's being said.

Michael Birch: On behalf of the applicant, we are absolutely amenable to that suggested word change.

Hunter Spitzer: I would still prefer necessarily prepare.

Randy Marshall: It shall allow for incorporation. Take out not necessarily preclude but more positively said shall allow for incorporation of alternative energy systems.

Kim Piracci: I like Hunter's verbiage better. Any building could be built and allow for solar panels in the future.

Michael Birch: We were hoping to use Mr. Marshall's or removing the word unnecessarily from the proposed language. Our concern with some of the other language that's being considered or proposed. As to structural components, we don't know what the technology is going to be when this gets constructed so it's hard to talk in terms of roof load, we don't necessarily know what type of alternative energy systems that we're talking about and so I think what the intent of what we understood to be asked at the last meeting was that our building design was not going to prohibit the building from being able to incorporate alternative energy sources in the future. With that understanding, we said yes, we'll draft a condition around that. I think we're open to Mr. Marshall's language or also removing the word unnecessarily from the proposed language.

Hunter Spitzer: I see, I would like you to necessarily prepare for current technology existing solar panels. I'm going to leave it at that. I would like for you to prepare for existing technology. I think existing technology is effective and valuable and I think preparing for that allows you to adapt further down the road as well. I would like necessarily prepare. I have a secondary question, some of the comments that you've calculated that 40 EV stations would be built under the proposed rule that I suggested and you can back with 2 which is fine but how did you calculate 40?

David Blankfard: So, you're going back to number 2, Hunter?

Hunter Spitzer: We don't have to talk about it. I really like to focus on the third point but I'm curious to know how they calculated 40.

Michael Birch: We're proposing two per building and right now the thought is for four building so we would have eight EV charging stations. I'm not clear where the estimate came from but I did want to clarify that it is two per building and that would result in eight under the current plan.

David Blankfard: Back to number 3. Building design construction shall not necessarily preclude incorporation of alternative energy systems such as solar panels.

Hunter Spitzer: The phrasing I was thinking was, building design and construction shall necessarily prepare for incorporation of alternative energy systems specifically solar.

Randy Marshall: I think that sounds just fine, I'm not sure the word necessarily needs to be in there but otherwise I think Hunter's wording is satisfactory.

David Blankfard: Would you say building design/construction shall incorporate provisions for accepting alternative energy systems such as solar panels.

Craig Benedict: If I could suggest that the wording necessarily prepare for is voted on and then you would know that the Board has consensus to include that. In most cases, its true building can be retrofit to include future solar panels or other photovoltaic systems. It is just identification of a County goal and it could probably be accommodated within the typical design of the building.

Michael Birch: I understand the Board may vote on it but just going back to something in Mr. Harvey's presentation about the condition language which being something that is mutually agreed upon by the applicant and the Board. We are willing to propose that condition either as drafted with the removal of unnecessarily with the Mr. Marshall's original proposed language. Any of those 3 options, we're not sure on the applicant team what necessarily prepare means and we don't necessarily know how to proof that up in a site plan so we would ask for the Board consideration of one of those 3 options; as it stand today, removal of unnecessary, or Mr. Marshall's initial proposal.

Kim Piracci: I still keep liking Hunter's words. I've got building design and construction shall include

Hunter Spitzer: The phrasing I would like included as a condition is building design/construction shall necessarily prepare for incorporation of alternative energy systems specifically solar panels. It does seem that the applicant will be unwilling to agree to the condition. I don't think I would vote on it without this.

Kim Piracci: No, I think he is willing to agree on those words that you put forth just now.

Craig Benedict: No, it's my understanding that the applicant has not agreed to Hunter's verbiage but either what Mr. Marshall proposed or a version of what was proposed. Allow for incorporation was one of those alternate proposals or take the word unnecessarily out. In order to get this condition in there we have to come to an agreement with the applicant so one version is take the word unnecessarily out, shall not preclude incorporation of alternate energy systems. And the other one is Mr. Marshall's shall allow for incorporation of alternate energy systems. Those are the two that are viable that if you want to include them with the other conditions the Board could vote on one of those versions and then you would be able to attach these conditions to the other elements of the MPD-CZ.

Adam Beeman: I propose building design/construction shall not preclude incorporation of alternative energy systems such as solar panels.

Hunter Spitzer: Second.

David Blankfard: All right, all in favor of that verbiage let me read it for you the way I understand it. Building design/construction shall not preclude incorporation of alternative energy systems such as solar panels.

Alexandra Allman: Second

ROLLCALL VOTE:
Melissa Poole: Yes
Randy Marshall: Yes
Patricia Roberts: Yes
Carrie Fletcher: Yes
Hunter Spitzer: No
Kim Piracci: No
Adam Beeman: Yes
Susan Hunter: Yes
David Blankfard: Yes
MOTION PASSED 8-2

MOTION by Randy Marshall the addition of the three conditions be add to the proposal. Seconded by Adam Beeman.

ROLLCALL VOTE:
Melissa Poole: Yes
Randy Marshall: Yes
Patricia Roberts: Yes
Carrie Fletcher: Yes
Hunter Spitzer: Yes
Kim Piracci: Yes
Adam Beeman: Yes
Susan Hunter: Yes
David Blankfard: Yes
MOTION PASSED UNANIMOUSLY

The Applicant/Associates for the RTLP proposal give a couple of presentations

Kim Piracci: One clarifying question, when Frank was talking about the homes, the adjacent properties are mostly vacant and there are a few that have homes on them. I think the closest he said was 100 ft. It was unclear to me did he mean 100 feet from the property edge or that home to the building.

Michael Birch: To the building.

Kim Piracci: Ok, then the difficulties in our current economy were very nicely explained to us and how this development will alleviate those problems but creating jobs and paying taxes and whatnot but I have to say that with developers that don't have the vision to develop buildings for the future, with clean technology, and charging stations

for cars, that's all just asking too much, how do we know that these things aren't going to be built and partly build and then left empty. We have to vote on this and not know what your plans are and I appreciate that you don't have to tell me. I guess I'm just a little irritated that you gave a pretty speech and yet so far you haven't given anything so that's all I have no more.

Michael Birch: I will say, Ms. Piracci, we given over 50 conditions that are a part of the case and that will be the law that governs this property regardless of who owns it or occupies it. I will say that any developer will have to go through the site planning process and with regard to the EV stations, also the buildings, and their use of alternative energy sources, so much of that is driven by individual tenants. The needs for their building and also the types of things that can be in and around their buildings. Some of these might be manufacturing uses, there are things that we aren't telling you because they are unknown in terms of who the actual end users is going to be. I think that the applicant has attempted to agree to the things as conditions written as a part of the ordinance that it has certainty around and knows about today and can speak with certainty and yes has been reluctant to commit to things that it doesn't know or can't know at this point in time. So it's not a game of hiding the ball, or withholding information but it is a matter of in this rezoning process which is really early in the stage of the development process. We are where we are in terms of what we know. I did just want to make clear that it's not a matter of us knowing and not telling you. It is us operating with the information that we have.

Continued presentations from the Applicant/Associates for the RTLP proposal

Adam Beeman: I have a quick question for you Christa, I have read a lot of responses and maybe you can put to rest. Your peak traffic value is cars, trucks, and all, it's not a peak of 200 tractor-trailers an hour or am I wrong. I have been reading a lot of numbers and everybody has been throwing around that there's going to be 300 tractor-trailers an hour or 200 tractor-trailers an hour and we are talking about all traffic not just tractor-trailers, correct.

Christa Greene: Yes, that is all traffic. Also, that is during the one peak hour. I think there was a misconception, someone asked Matt how many vehicles are coming out in an hour and when he answered, 200 some people were like 200 an hour over 24 hours that's thousands and thousands of trucks. That is not how it's done. Think about going in and out of your neighborhood, you've got more people going out and coming in during the morning and afternoon. There's a peak time so we have taken one snapshot of the worst time to look at it. We've assumed that worst time is occurring at the worst time and it may or may not be. A lot of warehousing, manufacturing work on shifts that purposely don't line up with the peak hours.

David Blankfard: You said that the letter grade for Davis Drive and Old 86 was a B, what is the letter grade as it currently stands.

Christa Greene: It is un-signalized. For an un-signalized intersection if you were to take and average of everything. The eastbound approach today as it stands is a level of service C.

David Blankfard: So, it's safe to say that the intersection is going to get better.

Christa Greene: You're going to be able to get out easier. You also have a sight distance thing going on there. When you are looking back to the right, I think a signal, even NCDOT acknowledged that when we met with them. Having a signal is going to make it safer for people exiting Davis because they're going to under a controlled condition.

David Blankfard: The right turn only at the service road, does that have to happen on Day 1? Under Phase 1 of the buildout? Or can it operate with a left/right turn for a certain amount of time?

Christa Greene: We did not look at any phasing.

Melissa Poole: So because it is not phased then the anticipation is when these building are built the traffic light will be there?

Christa Greene: Yes, that's how the traffic study was done so this would assume the offsite improvement would be done before the site opens.

Adam Beeman: I went through a lot of the email that residents have sent and I picked out a few questions that maybe you could answer for me that may help some of these residents get an actual answer from you. Some were random that were different than most everything. One was how do you plan to mitigate the construction traffic during the build out, what's the plan for that?

Michael Birch: Construction traffic will use predominately utilize the service road.

Adam Beeman: Another theme that kept popping up was how many home will be destroyed in order to put these building up and how many people will be displaced from their homes?

Michael Birch: Zero.

Adam Beeman: Thank you, one of the questions was is there a plan to mitigate crime if any, some people seem to think that with this project you're going to draw some questionable behavior from others.

Michael Birch: I would say, first of all the folks coming to this site are coming to work. They are coming to work just like you go to work every day, like I go to work every day, with the thought that they're going to put in their time and go back to their family. We're not anticipating and if you look at your typical office parks where people go to work, or even similar industrial establishments, you don't see crime like you might think of with a more retail focus, shopping center focus type of development. It's an internally focused site and we don't anticipate any crime issues.

Adam Beeman: The last question I have, is the developer footing the bill for the water and sewer expansion and any electrical power expansions?

Craig Benedict: Let me handle one part of that question. Orange County has a capital improvement program since 2013 to extend the sewer underneath the interstate. That was long before this development was there and will continue to provide that design to get the sewer under the interstate. That's one element but on site the County would not be doing something specifically for the project just to get the sewer and water underneath the interstate and up and down the service road.

Melissa Poole: To go with what Adam was speaking, a recurring theme throughout the emails and contact were, and I think it's been addressed but let's touch on it again, for all of the residents with the surrounding homes, how will their property values be impacted? Positively or negatively?

Michael Birch: A couple of items on that question, first many of the homes in the surrounding area, particularly those that are along NC 86 are already commercially zoned and so we expect positive impact to their property values that there is now a commercial development that is a going concern that creates a catalyst in the area. Second, the extension of utilities to extend if there's ever a need for an emergency extension or anything else it can be a benefit to the area. Third, the perimeter buffer, the height limitations, the architectural controls, the other aspects of the 50 plus conditions that have been agreed to as part of the project are all intended to mitigate impacts on adjourning properties and that includes on the value. One of the items identified early on was in issue with the flushing of water and that water line, that as a result of our loop system will be improved. That's another benefit to the area. As well as improved transportation infrastructure and signals.

Kim Piracci: I may have missed something because I didn't see the emails; I appreciate Ms. Greene's efforts to educate us on transportation, architecture or transportation. However, I don't know if I'm missing out or slow but I feel like the little maps you showed us, which for me are like an inch big. I feel like I would like to get a big picture, the 85 the 40, Davis Road, the on-ramps. I would like to see the whole map what you're proposing that the transportation flow would look like. I can't put it together. I get there is going to be a red light at Davis and 86.

Christa Greene: This is run through some special software but I have those if there is a certain area I can blow it up bigger. We've done level of service charts that were in the traffic studies too that I would be happy to run one of these models right now and blow it up bigger. The areas of concern the ramp and the residents looking at Davis Road that I can blow it up for you to see.

Kim Piracci: I don't even know if that would help me. I know in other applications, models are considered even more accurate than actual measurements and I don't know if that is true in this case. What I feel like is I want to see a map with arrows. This is where cars and trucks would go and this is where they would continue to go. It was mentioned that there's only a certain number of sq. ft. where traffic would be affected when this development is put in. Didn't DOT just put out some recent information?

Christa Greene: It was a response to what we submitted 2 weeks ago. It was a memo saying we concur with this or we want an extra turn lane, it wasn't any figures. All the figures were in the study. I can try to pull one up.

Craig Benedict: In your PowerPoint presentation you showed one of the maps showed how much traffic in the morning and how much traffic in the evening and how much total traffic. Maybe you could pull that PowerPoint back up to show those are the type of site traffic volumes that are available for the project and are part of the TIA.

Christa Greene: I pulled something up. This is showing the traffic in 2023 and this is the total traffic so it's what's out there today including the site traffic.

David Blankfard: Does anybody else have conditions they would like to impose or have questions? I have one, I have a problem with the exit onto Davis Road. I would like to impose a condition that exiting cannot happen onto Davis Road and that a secondary entrance onto Old 86 be a condition. Whether somehow you take a right off the service road and make a U-turn down the road or find another piece of property as time comes along, if you don't have that, you can still have a left turn right turn off of the service road during the early phases of this project.

Adam Beeman: Can I ask what your reasoning is?

David Blankfard: I think there's going to be a lot of inconvenience and traffic problems on Davis Road. I think we're pushing for further and further into the Rural Buffer onto the greenway that's out there by pushing this development further and further out into the County.

Carrie Fletcher: I have a question, so I agree with you and my question, with property owners is this, you can't tell me who it is that is going to be your tenants, you can't tell me what they're going to make, or what they're going to be putting in these trucks. How do you know many trucks are going to be leaving the facility and when. How can you tell DOT how many trucks are going to be leaving at specific times to do these studies? I agree then stay off Davis Road, leave the residents to do when they have to leave to go to work and to take their kids to school and do these things because I see that as a hardship for the residents out there if this project does go through. I don't see a win for the residents out there, because there are so many unknowns right now.

David Blankfard: Not to speak for the applicant but for this type of construction, there's known quantities of what the services can be and averages for all this kind of work. They've got a reasonable idea of what can happen inside of that warehouse based on historical data.

Carrie Fletcher: I'm sure before they build out something as large as this they have to know statically how many tenants can x number of shipments in and out under a certain amount of time every day, 365 days a year to make it profitable for them. So they would have some kind of idea of what would need to come in and out of that building. I agree, stay off Davis Road if possible.

Adam Beeman: I don't believe staying off Davis Road is an option for this project. I personally drove down Old 86, Ode Turner, Davis Road, I drove the service road, I went down and checked off everything and I understand that the residents enjoy their rural setting. I personally don't see any truck drivers choosing to swing a right on Davis and go through down to Orange Grove Road, that's wasting their fuel and time and they don't have it. I really believe that option off Davis, 1000 ft. they already have a church there it's not like there's not business coming off of that road as it is. My opinion is that Davis Road is all or nothing for this project. I'm not against using Davis Road.

Michael Birch: Mr. Chair, if I may address your proposed condition. I understand and I know the issue of a driveway on Davis was discussed last time but to be clear, DOT is requiring that cut on Davis. We certainly looked at the possibility of access on 86 but we don't have frontage on 86, if DOT wants to use their power of Eminent Domain to condemn property and provide us access to 86, would approve a driveway permit there, that's great. Forcing a U-

turn for those folks that are using the service road then you'll at about 200 U-turns in a peak hours because the majority of the traffic is going north. We have added the condition to do what we can on Davis to install signage prohibiting right hand turns onto Davis and we are installing a signal there at Davis and 86. But we are not in a position to agree to a condition that prohibits access onto Davis.

David Blankfard: That's fine that is something that the County Commissioners would have to take up. We're only doing recommendations. I understand that creates a challenge for the applicant for future but I think the County residents like their intersection at Davis and Old 86 even though it's dangerous. They prefer it that way. Any other thoughts about my recommendation?

Melissa Poole: If David's recommendation is not viable can there not be a sign placement coming out stating truck have to turn a certain way so as not to go down Davis.

David Blankfard: I don't think they would ever turn right on Davis going down Davis. My concern is at that intersection of Davis and Old 86. That's the bottleneck, no truck unless lost would turn right.

Kim Piracci: I feel like there was discussion of a traffic circle with Settler's Pointe. Wasn't that offered as a solution?

Christa Greene: A traffic circle would take a tremendous amount of right-of-way that would get out of the existing right-of-way when it was easily handled by a traffic signal with the existing configurations.

Craig Benedict: If I could also add the 2 roads we're talking about Old 86 is an arterial road and DOT expects a certain amount of traffic on it per day and Davis Road is not a residential road it's call a collector road. DOT does not restrict a collector road to residential traffic. It is allowed mixed traffic with no prohibitions so when the County and NCDOT and the metropolitan planning organization put together what is known as a comprehensive transportation plan, they take a look at these road networks and designate them for a certain amount of traffic to handle the traffic that is on land use plans. Davis Road is designated as a collector road and the traffic studies that have been put together show that there is capacity in that roadway to accommodate this project and the residential traffic that is in the general area.

David Blankfard: Let's open this up to the public, as a reminder to the public you will have a 3-minute window for your comments. Please remember just to add new things, if we've already heard the complaints then please don't repeat them, second is the last time allowed the conversation to become a little personal and not professional so I want to remind everyone to be polite to one another. If that can't happen, I will mute you.

Stephen Williams: I just want to take to thank the Planning Board members here. It's been nice to be able to see you on camera and to see the ones who are paying attention to what's going on and those who are distracted by other things. I really appreciate the ones who have been involved and asked questions rather than just voting. Taking a vote and saying yes or no. It is nice to know that some people are concerned. I wanted to point out that I didn't realize there was a sales pitch on the agenda by the Barrister Corporation. I also want to point out that I don't have time to tell you my life story, education unfortunately like Ms. Greene did, I have 3 minutes. First, I wanted to say something about the map that the representative from Barrister shared with the stars on it about residences. One of those stars where he says no one is building or no one lives. I am currently building, I just broke ground on a new house last week. The star next to me, someone else just bought that property to build a house, not a corporation. I want you to consider a Walmart 100 feet from your house and tell me would you be okay with that. The closest building to a residence is 100 feet. That is the distance you're supposed to stop behind a school bus, legally, 100 feet. Would you want your kid in that back yard? Would you want your mom in that back yard? Your elderly parent? I really want you to consider that. Also, I want to applaud Ms. Piracci. She made it pretty clear, we don't know what's going in these buildings but they do. No one builds 2.5 million sq. ft. at one time without knowing the tenants. That is a poor business decision so I find it very hard to believe that they don't know. They don't have to tell us, no legally, they don't but they know. They absolutely know who's going in there. The other thing I want to point out is that it's not the traffic I'm worried about, it's not the cars, it's not trucks, its 18 wheelers that are going in and out of this business. You're not just talking about a small vehicle. You're talking about a loud, large vehicle at any time of the day. I will be asleep next door to this and I beg you to consider that. Also, in one of the slide shows by Ms. Greene, she talked about averages of business on what this would look like. I am a former employee of a fast food corporation, every business is different. Some Kentucky Fried Chickens I worked for averaged 50,000 dollars a

week, others 25,000 dollars a week. There is no way to know. Ms. Fletcher you put it best, there is no way to know what we're going to be up against when they start building this. I don't think that they're giving us all the facts. I'm done.

Bob Bundschuh: I'm actually a vice-president of supply chain and logistics have a million sq. ft. of warehouse and six manufacturing things under my control so I know a little bit about this. Let's just start with the proposal starts off 2½ pages talking about the project is going to offer 2¼ million sq. ft. of health and technology, info sciences, engineering, advanced manufacturing, science research and labs, warehouse and logistics and up to 4500 jobs. Then you actually bring COVID of all things and say the solution in your quote "to bring more manufacturing of life saving products back to the U.S." quite impressive but when you get further in your proposal, it has nothing to do with manufacturing. You don't even talk about it, its 100% warehouse. And we know this because when you do the traffic study, you use warehouse code 150, which is just warehouse. Not 140 which can be manufacturing or 130 an industrial park and additionally, in your environmental assessment on section six it says "no production will take place will occur on these parcels". That's what's in there, so which one is it? Is it manufacturing and R & D or is it a warehouse complex? Or is it mixed use? The Planning Board needs to decide to approve or reject the zoning change and they do that from the presentation. So what you've done is you've made a very nice, call it a time-share brochure, and you've cherry picked your message. When it comes to job creation type of industry and the need, you talk about high end R & D, health technology, which I'm sure comes across as a great fit for the area. You're thinking high paying jobs and even hints of life saving products but then when you talk about traffic and environmental, you pick the least impactful. The most benign possibility, no manufacturing, as far as traffic you use code 150 is towards the bottom of traffic generations. The applicant knows that if they use the land use code for manufacturing or light industrial, the ITE tables that you use show that peak traffic will go up and that would require recalculating the traffic and it would go to the negative. Planning for manufacturing would also alter the water and sewer requirements. It's not quite a true bait and switch but its close. They noted that if this zoning, as approved, we can't go back. Anything allowed under the zoning can be built on this property, anything that's within the zoning. Absolutely nothing limits it to what they proposed tonight. Like several people have said, we don't know what's going in and neither do they. Now both the applicant and the staff have repeatedly used the reasoning that the development is just fulfilling what was laid down 40 years ago but 40 years ago, there was no Highway 40, there weren't stores open on Sunday, there was no Amazon, no next day delivery, tractor trailers weren't 53 ft. long. So justify a decision on rezoning because of something 40 years ago makes no sense. You can recommend this tonight on the premises in line but the question is based on what we know and what we don't know, more importantly, is it the right thing? I appeal to your sense of what is right for the residents, what's right for the area and what's right for the County. Reject this and then work with us on a different development that works for both us and the County. Thank you.

Sarah Shore: Hi, my name is Sarah Shore and I live 250 ft. away from the proposed development. One of the places the developer said was vacant land just as an FYI. My home has been here since the 1980s. This is my home, this is where I brought my babies to after they were born and now where they play outside. The land use plan originally said Davis Road would be a suburban office not a warehouse. Suburban office draws to mind Monday through Friday 9 to 5 cars, regular traffic not semis not three shifts of work. I have many concerns about this nebulous development being feet from my back door. My first question is for the developer, have you actually been to the parcels. We are not off of Davis Drive but Davis Road the Beaver Creek problems that you mentioned is 40 minutes away from us and we are not in a Raleigh metropolitan area, we are two counties away. Please understand when you are speaking to us, where we actually live. Additionally, in regards to the jobs, I'm very concerned about the numbers are inflated or simply made up because tenants are not lined up or you will not say. You cannot guarantee that jobs are economic boom the only thing you can guarantee is raised land and empty warehouses. My final comment is for the Planning Board and the County and the follow up of what David said because the question was never answered. Is there a way to say Davis Road driveway is not a viable option and they must get Old 86 access instead? Because I would truly love an answer to that question. Thank you.

Ashley Trahan: Hi, my name is Ashley Trahan and I live with my family off Davis Road when we relocated from Boulder Colorado in 2013. We chose Hillsborough as the best place to establish our life here in North Carolina even though it meant one hour each day commuting to RTP where I work because its delineative native, quality of life afforded by this small town and its rural surroundings. I must voice opposition to the zoning amendment being considered which will support the development of RTLP. Please give priority consideration to the local, rural and small town community and to the public interest at large over that of investors and developers. I now feel compelled to echo concerns expressed regarding the traffic impact analysis, conceptually I cannot understand how anticipated

volume of traffic assessments matched the reality of how these roads are utilized or how the capacity and road designs regardless of designation allow for safety and driver comfort which is crucial to residents day to day. I cannot reconcile in my mind why a new analysis is not required prior to any recommendation of adopting the zoning amendments initiated by the applicant. Specifically due to the use of 2016 data exclusion of the impact from the Collins Ridge development and applicant's July request for an increase for area ratio it would allow, if I read this correctly in the agenda package, 4,586,868 sq. ft. of building square footage area. The TIA I read looked to be based on 2,400,000 sq. ft. of development so I can't reconcile in my mind why a new one is not required and clarification would be appreciated. Having reviewed the available online Comprehensive Plan, I'd argue that the presented industrial development supported by this rezoning is not fundamentally aligned with the current goals of Hillsborough and Orange County. The Statement of Consistency highlights the zoning amendment is consistent with selects goals but no available data has convinced me that this type of development is the best path forward for the area. Consider these objectives not mentioned in the consistency statement, community sustainability, how would this rezoning support a commitment to sustainability? How much water will be needed from the Town? Are we going to build something and not a have a water system to accommodate it, not based on the current plans I found Strategic Growth Plan. Preservation of natural and cultural resources, how does this support protecting our Rural Buffer? It's too late to assess environmental impact on our natural settings after the fact. Economic growth over investor wealth, data showing specific economic benefits to our community is warranted. Increasing global jobs is not demonstrated value to the local residents. Since you're charged with advising on these strategies, shouldn't you be using all the relevant data to ensure compliance? I'm asking you to recommend failing this application fast. There's too many knowledge gaps, many inconsistencies and I hope upcoming meetings with the Commissioners can instead be about the community sharing our many ideas, establishing a task force and developing a relevant action plan for progress with other than having to oppose this one. Thank you for your time.

Jon Lorusso: I wanted to point out before I begin, I started a petition and I have collected three, 873 signatures from local residents. Hopefully, that has some impact, some bearing on your opinion. My name is Jon Lorusso and I live off Davis Road. The intersection of Old 86 and Davis Road is very important to me, I use it to get to work, I use it to get food for my family to eat, I use it to access I-40, I use it go see friends and family, I use it to get to the hospital. In fact, I have had to do that on several occasions with my children so it's pretty important intersection to my life, in fact it's my entire connection to the world. At the July 2th neighborhood information meeting someone asked what steps are being taken to preserve our safely from additional traffic on Davis Road, the applicant replied, very minimal traffic on Davis Road given that they have access to the service road. Another person asked why is this being used that it provides another point of access. County staff clarified that a secondary driveway access would require, quote "require secondary access point". In a letter to Chuck Edwards on August 5th, this was sent prior to the meeting on August 5th so Matt Peach already knew about this when he presented it to us, "all traffic exiting the site headed north will have to turn left out of David Road" so to just go to what Mr. Blankfard said, the issue is not that traffic will be making a right onto Davis Road. We know that it won't happen, very little, what the issue is, is that Davis Road will become a driveway for this facility, it will no longer be a public road, it will be an actual driveway for the facility. The website for this developer makes it clear they want access to I-40 so all the traffic coming out, 90% of the vehicle exiting will exit via Davis Road. They won't exit via service road they'll exit on their personal driveway which is not Davis Road. Mr. Peach said that acceptable levels of service on all approaches and note this 23.3 second delaying second per vehicle on Old 86 and Davis Road. 206 vehicles plus the existing 94 vehicles for a total of 300 vehicles will be headed east on Davis Road. That's five vehicles per minute, 1 vehicle every 12 seconds. If you have a 23.3 second delay that means you can only clear 2.58 vehicle per minute from that intersection or 155 vehicles per hour. That means at the end of that hour, 145 vehicles will be queued at that intersection. Even if it's only, my estimate is it will be 960 trucks per day that means at the peak hour there will be 40 trucks, 1 truck every 1.5 minutes. That means 20 trucks will be queued in the peak hour west of Old 86 on Davis Road, 20 trucks, if they are 72 feet long trucks, only 14 can fit if they are back to back on Davis Road. That means at least six trucks are going to back up into the facility.

Ron Sieber: This is Ron Sieber, I live on New Hope Springs Drive which is right off of Davis Road. I wanted to say just to begin that the RTLP anticipated traffic data is undercounted because it's based on the Settler's Point traffic as previously mentioned and that project is distinctly smaller in scale to RTLP. Therefore, RTLP's data is deficient. RTLP has based their traffic data using minimal traffic specs for a largely unspecified end user but we already know that their touting having a warehouse when actually there might be more, we just don't know at this point. The State Department of Transportation registered its concerns about traffic congestion in the general area of I-40 where it crosses over NC 86 and the questions that they had were about the westbound ramp, the eastbound ramp, traveling

north onto Churton Street and onto 85 and maybe even into the town itself. These things have not really been addressed carefully because we really don't know how many large trucks are going to be exiting this development. Now if Davis Road were to be co-opted for this project this would present huge traffic and safety problems for this area. The approach to the Davis Road intersection at Old NC 86 itself has four blind curves and two significant upgrades on the approaches to this intersection. No traffic light is going to make this any safer for cars, large trucks and school buses to be places together on any part of this road. The RTLP as proposed is too big of a project for where it currently seeks to be placed. Two comparisons come to mind when I think about this, the UNC Hospital which is big, it's 342,000 sq. ft. the RTLP project would be 6.5 times larger. The RTLP warehouse square footage of 55 acres would equal 92% of combined parking and building space of the Walmart/Hope Depot complex in Hillsborough. Their total footprint is 60 acres. Now in concluding, many of the residents that surround the EDD that is being discussed are in support of sensible development of this area. As we stand ready to work with the Planning Department and the County Board of Commissioners to make this happen. However, the RTLP project is too big and too overwhelming of a project to consider. We as a community urge the Orange County Planning Board to deny this project's approval in its current state. We are opposed to its size and to its proposed use of Davis Road as an entrance or exit for the development. Thank you.

Angela Sneed: Good evening, my name is Angela, I live out on West Scarlett Mountain Road. For reference, that driveway is directly across from David Road and it will be right there where the proposed light is. It currently can difficult to enter and exit with the blind curve and the hill coming from Old 86 south so a stop light will essentially block that driveway and many others down Old 86 preventing residents from entering or exiting their homes safely and consequently it can cause traffic backup in the opposite direction while they have to wait. My concern is traffic in a different flow, the report and numbers provided don't seem accurate in that they don't currently include the projects that are already approved and happening in Hillsborough right now. Collins Ridge for example, that project is around 1200 units and will have anywhere from 1200 to 2400 additional resident commuting through the Hillsborough area many of which will head to Chapel Hill for work and the best route to get there in the morning is Old 86. This will add to the number that will have to go through the I-40 intersection and the Davis/86 intersection along with the proposed trucks and employees that will be getting there. Having the accurate traffic information and numbers is pertinent because otherwise you're just pulling random numbers out of a hat from years ago and hoping that they stick. My next concern is the I-40 intersection, I understand that the proposal was to have a light at the 40 eastbound ramps; however, the 40 westbound intersection is dangerous as it is with existing traffic numbers. Adding the Collins Ridge, increase and then potentially 100s of additional cars and trucks from this proposal make the area a death trap. Existing 40 west, exiting there and trying to make a left onto Old 86 in the evening and you've got the sun in your face, it's nearly impossible and then you add oncoming trucks and increased traffic from both directions and you're never going to make that. The lane to enter 40 westbound right now, that turn lane is 280 long from start to the end of the medium with and additional maybe 31 feet to the middle of the intersection. A truck and trailer on average is 70 to 78 feet. That means three trucks can be lined up waiting to make that left from Old 86 South, it's going to bottleneck and eventually stop traffic. Cars aren't going to be able to more around because there's a bridge, traffic exiting 30 East are going to have to wait through light cycles and the road is going to become a constant cycle of traffic jams and increase the number of accidents for the residents, the truckers and even potential visitors so and there's not currently a light proposed there so aside from the inconvenience that many residents will face due to the increase of traffic, ultimately it safety risk on the road in this area. The intersections aren't designed for this type of development, the proposal does not address the issues and numbers, and the tax dollars are going to be spent for years to come attempting to fix this disaster.

James Henninger: My name is Jim Henninger, I live south of Davis just off Old 86 on Currie Hill Lane, I've lived there for about 25 years. I've been proud to call Hillsborough home all this time but I'm not really in Hillsborough and I want to point out that there's more people affected than just those that are in 1000 feet area that were notified. I like to shop local, Weaver Street, Hillsborough Barbeque, Radius Pizza, Wooden Nickle, Paws at the Corner, Food Lion, Steve's Market, Saratoga Grill, Hillsborough Wine, Hillsborough Yarn these are places off the top of my head. These are the places where I spend my money in Hillsborough. These are the merchants that will be affected by any impotence on the artery which is 86, 86 is the southern part of the County's way to get into Hillsborough. There isn't any other practical way from the south to go into Hillsborough, it's 86 for us. For me to go into town, if I'm impeded by going up 86, I basically have to go Chapel Hill and back to Hillsborough and in a practical matter, people don't do that. Realistically, what would happen for me is that I would be shopping at Harris Teeter on MLK instead of Weaver Street or Food Lion or Hillsborough Wine. I'd be hitting The Pig on Weaver Dairy Road instead of Hillsborough Barbeque; I'd be shopping at Clifton Hills or Left Bank Butchery in Saxaphaw instead of Steve's Market. I sat down

and figured it out and I figured out that for every $100 I spend in Hillsborough currently, on my daily shopping, that would drop to $20 and the other $80 would be spread out between Chapel Hill, Carrboro and Durham and for me Old 86 which is Hillsborough Road to me, would become Carrboro Road. I'm not against developing that area because it's inevitable but anything that's going to cut me off from what I consider to be my town, I have a problem with and it's concerning to be that we can't really get a definitive answer on what exactly is going to be developed. I don't see how the traffic plan is legitimate if we don't even know what is going to be developed. I understand the averages thing but there's a lot of leeway going on in there. I agree with Ms. Fletcher, on her comments on that and that's all I have, thank you.

Kaila Mitchell: My Kaila Mitchell I live on Jedi Way off Davis Road. I would like to speak about the impact to air quality and potential health risk that RTLP poses to our neighborhood. We know that this project will significantly increase the amount of big trucks, tractor-trailers on Old 86 and Davis Road. As many as 950 trucks per day. It is also reasonable to thing truck will increase on other roads nearby as they attempt to use alternate routes as Old 86 and Davis Road become clogged. A lot of these trucks will emit diesel exhaust that contains more than 40 toxic air contaminates including cancer causing substances such as benzene, arsenic, formaldehyde. According to California EPA's office of Environmental Health Hazard Assessment, long-term exposure to diesel exhaust poses the highest cancer risk of any toxic air contaminant evaluated by their office. To the Planning Board, as you are considering this project, I urge you to keep in mind some of our most vulnerable residents when we think of air quality such as children, the elderly and those with chronic health conditions and think about the locations where these vulnerable individuals are most likely to spend time. For distribution centers that accommodate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units per day or where transport refrigeration unit exceed 300 hours per week the California EPA Air Resources Board recommends in their air quality and land use handbook, that these distribution centers be farther than 1000 feet from sensitive locations such as residences, school, day care centers, playgrounds and medical facilities. They also recommended that entry and exit points not be located near these sensitive locations as well. We have a preschool, Sounds and Colors, right at the corner of Old 86 and Davis Road and we have dozens of families living all around the proposed industrial park within 1000 feet many within 300 feet. California EPA Air Resources Board also showed the key findings from a number of studies which included reduced lung function in children associated with traffic density especially trucks within 1000 feet and that association was strongest within 300 feet. Also increased asthma, hospitalizations associated when living within 650 feet of heavy traffic and heavy truck volume. Exposure to diesel exhaust can also have immediate health effects, it can irritate the eyes, nose, throat and lungs and it can cause cough, headaches, light-headedness and nausea. In studies with volunteers, diesel exhaust particles made people with allergies more susceptible to the things they were already allergic to such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs which may aggravate respiratory symptoms and increase the frequency or intensity of asthma attacks. I have a family member who lives right here on Davis within 1000 of this as well who has chronic lung disease. He already suffers enough on a daily basis, I urge the Planning Board to recommend that a risk assessment and a thorough environmental analysis be performed before RTLP can move forward. Thank you.

Matt Mitchell: My name is Matt Mitchell and I'm an audio engineer living off of Davis Road less than 1000 from the proposed development. I am going to talk about noise pollution and the impact on the residents and the preschool. Orange County Noise Ordinances state it shall be unlawful for any person to make create permit or to continue any source of a unreasonably loud and disturbing noise in Orange County and further any sound which is substantially incompatible with the time and location where created and which is perceived by a person of ordinary sensibilities as interrupting the normal peace and calm of the receiving land. The receiving land being all of the residential properties surrounding this proposed development. Orange County does not allow noises above 60 decibels during the day and 50 decibels in the evenings at the residential properties surrounding the proposed development. The noise generated from a diesel truck is between 96 and 104 decibels. This is 60 times louder than the 50 decibels that the evening ordinance permits. There are residences as close as 30 feet to the proposed driveway that will be carrying as many as 950 trucks per day, house #1 is 30 feet away from this driveway that is being put in where these diesel trucks will be queuing up. These distances are taken from the Orange County GIS and they reflect the true impact to residences. Please don't be fooled into thinking that most residences are more than 1000 feet away. I'd also like to add that none of these properties depicted are commercially zoned. Focusing on the resident immediately beside the access point on Davis Road is only 5 trucks in the queue on this road, this resident will experience 81 decibels of sustained noise, the equivalent of standing next to a lawnmower 24/7 and also loud enough to cause hearing damage at 2 hours of exposure per the CDC. It doesn't seem possible that the developer could possibly reduce noise to acceptable levels at the surrounding properties and the preschool. The preschool is

only 60 feet from where the trucks will be queuing up and their playground is 100 feet from where the trucks will be queuing up on David Road. There was a similar development that was a third the size of this development and the closest resident as 550 feet from the nearest loading dock. The noise impact analysis that was done still required reduced traffic even at the greatly reduced numbers and distances compared to the proposed development. I'd like to add that diesel trucks typically use engine breaking that create an extremely loud machine gun like noise as much as 105 decibels. These noises are only regulated during the day in Orange County and stand to create massive disruptions to the preschool and the residents especially on David Road.

Myra Gwin-Summers: I am Myra Gwin-Summers, we live two doors down from the proposed property on the corner of Davis Road. We've been here for about 35 years and I see that I was down to speak on property values which was not what I intended to speak on but would quickly say I cannot imagine that this project would enhance anyone's property values. I have a questions and comments for Mr. Birch and I don't know if he's still present but I am going to show this (visual of a mailing's return address). Why did we receive a letter regarding this project that says it is from the City of Raleigh Planning Department? Who paid for the postage and does the City of Raleigh Planning Department know that he has represented this project to us as if it were from them? I received an answer to that today, the City of Raleigh Planning Department has no connection with the project and were very interested in the fact that Michael Birch is sending out letters to residents in our county using their return address. I would like to be sure and highlight that Mr. Birch has misrepresented himself here and possibly used their taxpayer money for a private investment project without the knowledge or consent of the City of Raleigh. It shows poor judgement at best and lack of integrity. Moreover, it's deceptive and it does beg the questions what else is deceptive about this project. The next thing I wanted to address to Michael Birch, I'd like from you regarding your use of the City of Raleigh Planning Department on your return mail address. I wanted to speak specifically to comment that you made that can be found on page 25 of the draft minutes, lines 1226 thru 1230 when Mr. Birch was questioned about the buffers and the encroachment of noise and vehicle lights due to the 24 hours 7 days a week activity. He responded that a lot of the lots that surround us are deep lots with the houses situated far from the common boundary line. This is completely false and the as speaker just pointed out, the driveway exit onto Davis Road runs right next to the Barlow's house and will run right next to the house that will be built behind us. Next, I'd like to say that I spoke to a senior engineer at Summit Engineering today who clarified for me that Summit has completely withdrawn their project. They withdrew because the topography did not lend itself to large buildings it was going to be cost prohibitive and they thought they would not actually be able to build the buildings. My final comment would be that this is being addressed as if it is on zero grade, that's not true the corner of Davis Road is a steep hill and I wanted to make the Planning Board aware in case you're not aware that Davis Road is closed for over 6 months last year due to a sinkhole that is due to runoff on Davis Road. Once the corner of Davis Road is turned into an impervious surface, the runoff is going to be more severe and could create more problems.

Michael Birch: I think there were two things to address, primarily about the return addresses. Let me be clear that we paid, our firm paid for the postage, the City of Raleigh return address stamp was on those envelopes related to a similar or prior projects that we were doing in Raleigh and was inadvertently used for the mailing for the notices for this project. I will note that the letterhead, the letter the notice that was included in the envelope very clearly stated that it was from Longleaf and didn't have any reference to the City of Raleigh. I apologize for the confusion that it may have caused to have the return address say City of Raleigh but we did pay for the postage and I have reached out to the City of Raleigh to their Planning Director to let them know. We didn't obtain any of their envelopes or anything like that they have asked us in the past to put their return address on there for other mailings. The question on the buffers, I want to be clear that when I was speaking to those in the last meeting we had the exhibit up showing the buffers and the transition areas and again was very clear that the majority of our property does not abut parcels with homes on it. The one that are nearby are deep lots but we did recognize that there is one existing home again within 100 ft. of a proposed building and we did not shy away from stating that.

Joan Kalnitsky: My name is Joan Kalnitsky, I'd like to thank the Planning Board for listening to all of us this evening. I doubt there're are too many of us who really don't believe the property in question will be developed but developing it in the manner that has beneficial to the County and the Town of Hillsborough and the residents of Orange County is really important. As almost immediate access to the highways and all four directions, with seemingly little impact to the local area, with that said, I am seriously urging the Planning Commission to not support rezoning of this property. I am asking this for safety reasons, people on the Board of the Planning Commission and the applicant want us to believe that the traffic is going to go left onto Davis Road and left onto Old 86 and not impact the area but truth is traffic is also going to right down Old 86 and right down Davis Road. The roads we're talking about are part of the

largest recreational area in Orange County. If you don't believe me go to the Tarwheels website and try to find a suggested bike ride that does not include at least two or three of these roads. The safety of all the residents and of Orange County and all those who come from the Triad and the Triangle to ride these roads is going to be severely impacted. If you're a doubter, drive by Mapleview Dairy any time any day and count the number of cars with bike racks on it parked there. If that's not enough of a safety concern let's just consider Davis Road itself. We've heard a lot about it tonight but for those of us who live off it, we know there are cyclists, walkers, joggers every day. You're going to have vehicles turning out of this development in front of people trying to get in and out of the daycare center. It's a recipe for disaster. What I'd like to urge each and every one of the Planning Board to do is to drive the 3 miles of Davis Road, count the cyclists, count the joggers, and the walkers and then realize there's shoulder and there's no sidewalk on Davis, Ode Turner, Old 86 none of them. When you get to the church, try to imagine a semi-truck in front of it and when you (bad connection/lost audio) 40, that's what rezoning is offering to do. Our safety in this corner of Orange County. Thank you all for your considerations.

Janet Marks: I'm Janet Marks, I live in New Hope Springs right off Davis Road. Many of you that have traveled on Old 86 off I-40 know the beauty of the thick forest and the rolling hills along this road. You may have also notice the scenic by-way sign as you left the freeway traffic behind. What you may not know, is that starting at the exit from 40 you are now on a historic road dating back at least to the 1700s. Prior to it being mentioned in historic records this was a Native American trail and was also used by early settlers. You are on the beginning of 10-mile stretch called the Scots/Welsh Heritage Byway. I'm going to take this from NCDOT description of this road, this byway travels through Orange County along trade roads used by American Indians and early backcountry pioneers. The King of England gave much of this land along this byway to the 18th Century Scots/Welsh settlers. Generation after Generation has lived and farmed this land, each leaving its own mark making this byway a unique journey through American history. Old NC 86 appears on Colonial maps dating back to 1770. Per NCDOT description of scenic byways, motorist will see little or no development along the routes enhancing the natural character and quality of the byways. They will experience North Carolina history, geography and culture while also raising awareness for the protection and preservation of these treasures. Limit the traffic using this historical route, reserve important landmark. Any development near this area should mindful of that is harmonious with the surrounding land and the rural neighborhoods and I want to make a note of an African American cemetery dating to at least 1900 at the corner of Davis Road and Old 86. When people drive on I-40 east from Alamance County, this exit is the first impression they get of Hillsborough. Do we want the gateway to Orange County and Hillsborough to be represented by vast warehouses, is this the Orange County that any of us know or can envision for the future. Thank you so much.

Christine Poole: I'd like to start by reminding you that I'm Christine Poole and I live off Davis Road. I want to thank the Board of County Commissioners and the Planning Board for having developed many wonderful projects over the past several decades. Let's start with the creation of an attractive retail and residential zone on the east edge of Hillsborough, the Super Walmart and Home Depot along with all the other small business that surround this economic zone have definitely benefitted our community as we no longer have to travel to Durham or Chapel Hill. Then you added the Riverwalk and Weaver Street which merged the neighborhood goals of an open-air community-gathering place with retail while also providing a space for government offices then you created Gold Park with connects with the Riverwalk and then developed the historic industrial space in West Hillsborough on Nash Street that was brilliant. You added Hillsborough Barbeque and these other non-franchised eateries along with a beautiful events venue, the Cloth Mill at Eno River. Then north of Hillsborough on Hwy 70, you approved the Gatewood project which created a beautiful restaurant and evidentially retail, brewing and distilling and another event center that merges architecturally and culturally with historic Hillsborough. Even the Waterstone community and hospital improve the ugly eatery franchise oasis around the I-85 and Old NC 86 interchange. I understand the interest in developing an economic zone off of I-40 and 85 but Old NC 86 is the worst choice, as those of us who travel this road every day know. It's called old for a reason. Where in the County have we competed a successful industrial project? Let's consider Moninaga America. In 2013, the BOCC unanimously agreed to offer state and local economic incentives to encourage this company to build a new candy factory off of I-40 and 85 in Mebane. It was built on a 400 acre Buckhorn Economic Development District which leaves me wondering, if there is an economic zone where 2 interstates merge without significant residential development which is already invested in water and sewer why are we even considering this project where there is significant residential development on land that would be incorporated into the historic Town of Hillsborough and is across the street from a church, daycare center and a cemetery? Why are we considering a project that consist of four six-story buildings? What are the advantages? Why is this location better than the Buckhorn Economic Development District? Lastly, I would remind everyone that when go fishing for bass you don't settle for carp, you should wisely choose a development project that matches our

needs and our values. I would also remind everyone not to put the cart before the horse, until the issue of improvements on Churton Street and Old NC 86 are addressed, further development around this outdated artery should not be approved. I want to thank you for your time and the consideration of all the points we are making here tonight.

Matthew Kostura: I just want to sum up a little bit what has been said so far. I also want to start at the top with jobs. We had a really nice pitch at the beginning of there, it was a pitch, it was designed to be a pitch, its marketing. The number thrown out for you guys to consider is 4500 jobs. Seriously, you guys just approved, recently a development on West Ten Road that is very similar to this one. That's for the medical device distribution center. 150 jobs for 1.5 million sq. ft. that's about what you're going to be getting here x 2 ½ maybe so figure 450 so what this is all about really is tax revenue, you know that, I think everybody else does. So, as the last speaker said there's other ways to skin this cat and you can get your tax revenue with better development. Something that is more compatible with this area. As far as the kind of development going in, again, as has been mentioned, they are using the code, they're telling you what's going to go in here and it's LUC150. That's a warehouse; it's not going to be an office. It's warehouse so your impact is traffic, it's trucks and you have to worry about trucks. How many trucks in and out? Bob Bundschuh has basically said about 1000 minimum per day. That's a lot of trucks and they all come out on Davis Road by the way every last one. Thirdly is I want to bring up something about Christa Greene, she made a comment about the traffic impact on Davis is going to be minimal. Certainly, at the head that's going to be true. When they did their traffic modeling what they did not do was include the biggest driver of traffic gain on that road in the last 10 years or so and that's the school complex over on Grady Brown. All that traffic is being built up there is going to school. It was not modeled, at all, into their models so that's not included, it's a lot of traffic. Finally, I want to point out that Davis Road has been mentioned, Craig Benedict called it a collector road. That's what it's viewed as by NCDOT. But basically, past Ode Turner where they have another counting station, it's about an annual average 1000 daily trips. You count the number of houses on Davis Road, the ones that access it from Tree Farm, that's roughly 200 homes by 2 cars by 2 trips a day. Virtually every trip on Davis Road comes out of these development and these homes. There is no through traffic here, it's very minimal. So, what you're asking now is to put a lot of through traffic on it. Adam Beeman is going to sit there and say no, no, no; no truck driver is going to make a right hand turn, fine. We had Michael Birch say they'd be willing to put a sign up that say no right turn for trucks out of the development. Take him up on the offer, put that sign up and while you're at it put a sign up that says no right turn on Old 86 either. You guys are pitching this all about 3000 linear feet of road, well keep the trucks there. Thank you very much.

Gerald Scarlett: This is Gerald Scarlett, I'll make this as brief as possible. I live on West Scarlett Mountain, which is 30 feet south of the Davis Road intersection. I have been here for 65 years, which is my entire life. I'd like to make 2 points as quickly as possible, although I have 100s. Number one is the Rural Buffer, it makes no sense to be able to stand in a Rural Buffer and move 6 inches north and now I'm in an industrial park. In most places there's a physical soft approach to these types of divides and not just a line on a map. There is none of that here. If you approve this then you should change the name of the Rural Buffer to just Buffer because that's what it is. It is nothing more than a compression point between Chapel Hill, Carrboro, Hillsborough and 2 interstate systems. We have been involuntarily drafted into perpetual service to provide guard duty to for the rest of the County and yet we still pay the same tax rates as other outside the buffer who actually get to enjoy some of the rural setting that we no longer have. Point number 2, we're talking about potentially 100s of trucks that have to drive through part of the Rural Buffer and each one of those has got to stop and start somewhere between 6 and 24 times to enter and leave the Hillsborough area leaving a trail of exhaust each time. I believe in a recent past budget cycle Orange County set aside half a million dollars of taxpayer money to "fight climate change and global warming" this proposal seems counterproductive to the stated goals bordering on being hypocritical. I've always found the easiest and cheapest solution to a problem is just don't create it to start with. Also understand, as previously stated there is a daycare within 100 yards of 4 to 6 of those stop and starts in addition to all the kids living in the immediate vicinity. On a personal note, I'll tell you that my 38-year-old son who lives here is right in intensive care in Chapel Hill. He had surgery yesterday to remove infection from in and around his lungs, likely caused by aspergillus and other unknown environmental factors. You should google aspergillus or look it up on the CDC website. In the next couple of days they'll likely operate again to remove 2/3rd of one of his lungs because it's been damaged by the infection. There are a lot of factors in his current condition but I will for the rest of my life wonder what part interstate 40 has played in this. Interstate 40 is on my property or what used to be my property, I hear the roar of traffic spewing exhaust 24/7 so the question is, are you willing to gamble with the futures of these kids to attain an increased tax base and jobs neither of which do I ever believe will every come to fruition in the levels that you're being led to believe. In closing, I'll say this, in the course of

my 40-year career at UNC and Duke, I've reviewed 100s of presentations and proposals, many worth 100s of millions of dollars per year and I can tell you this proposal contains a lot of smoke and mirrors. There's a lot of meaningless rhetoric in the narrative, if you remove the rhetoric and look at the details, that are available you'll see the County will spend more money than will be recouped in taxes and you'll also find that the jobs that we all seek don't actually exist and likely never will. No matter your perspective or goal, whether you're a community member or a county official, if you look at it closely, it's easy to see no one's goals are met. Nobody win with this proposal, no matter how you slice it, dice it, look closely, this proposal is nothing more that lipstick on a pig. If you take the lipstick off and look at it, it's still a pig. Thank you.

Franklin Garland: The reason (bad connection/unintelligible) it doesn't fit, it's not (bad connection/unintelligible). I've been here since 1973 from Pittsburg and previously (bad connection/unintelligible), settled here bought some land, bought a car. In 1981, I understand now was the first go round of establishing the EDD, I never knew about it. In fact (bad connection/unintelligible) I didn't know about it until maybe 2 weeks ago, I can't be sure I was ever notified. If that's a valid point about knowing, everything that has happened, (bad connection/unintelligible) I've never received any notice. At the time, I'd probably said sure let's put a waste, let's put a dump out there that was 40 years ago. Things have changed and I know I am repeating myself a little bit but me just thank the residents of the area that has spoken so far and given you guys on the Board, we don't want this. Most of those numbers came off your literature or the state's literature not ours, okay. Observation or different things, we know how many cars are on Davis, I live on Ode Turner. I know how many cars are on Ode Turner. I really think that the guys that have presented for residents out here, the numbers and have said so (bad connection/unintelligible). Also, I want to thank the people from (bad connection/unintelligible) that gave us the projected numbers and models and let me put it even more simple, simulations that's what they are simulations, they not real. We know what's real over here, we sent out a petition it's called save Hillsborough.com out there. Everybody's welcome to go on there, we have people from Hillsborough signing we have close to 4000 or so by now these are our neighbors. This is actually getting effective by putting this (bad connection/unintelligible) not Chapel Hill. Chapel Hill is going collect money from that. We could have some other alternatives, let me suggest something, we could put a visitor's center out there. Not a rest area, not a place to go to the restroom and gas up but a visitor's center that has that presents for example, the artisans and farmers that have goat cheese that sell here. Jewelers, we have marvelous that could sell the wares at a visitor's center of an on/off ramp (bad connection/ unintelligible) and they could sell local wines in there, have a wine tasting and that would bring revenue not only for the people that live here in this community (bad connection/unintelligible) you could have people providing …

Ellen Mayer: I live off David Road and I don't have anything original after what everybody's talking about. I'd like to thank the Mitchells for their talking about air quality air pollution and also noise pollution, which is very important. I'm one of the elderly, in my 70s, I'm also a bit upset that I believe his name was Frank, not knowing the difference between Raleigh and Hillsborough where they built things in Raleigh, I didn't buy a house in Raleigh, I don't want to live there. I want to live in rural community, I worry about my grandkids visiting and living here and breathing in this air from all these trucks that are polluting and also the safely. I'll never get out as those trucks on Davis to Old 86, they're 72 feet. There's not going to be a light where they're coming out and turning. They're going to come out and I'm going to try to get in between them and sometimes winter comes to North Carolina and the roads are icy. We're just asking for a disaster. Any where near the preschool with cars turning with little kids and trucks coming out, good luck. I appreciate you staying up this late, listening to us; I really hope you're listening. This does not belong in this area or I don't know where in Orange County for something this big belongs but certainly not a that intersection and on Davis Road which is a country road, I don't care what officially it's called. It's a winding country beautiful road. Okay, thank you and have a good night.

Joseph Shore: So my name is Joseph Shore and I live on Old 86 between Davis Road and interstate 40. The 3500 linear feet that the gentleman quoted earlier, the developer said it wouldn't affect anyone but this is literally in front of my house so I'll be directly impacted by this. I believe something like 16 or 17 homes on this little stretch of road that will be directly impacted by that so 16 families, once again he acted like it won't affect anyone but obviously that just wildly incorrect. My biggest concern is with our home value. Someone mentioned this earlier but I have a proposal. Like many people in the middle class, my home is my {inaudible} and I greatly fear that this development will make my home significantly worth less than it is today. You would want to buy a home where there's 18-wheelers on both sides of my house. They'll be behind my house and in front of my house, the noise traffic, the light pollution; it can literally make my home worthless. So, my proposal is this, I think, and this is directly to you Michael Birch, if you're still on. The developers should create a 1 million dollar fund, it should be held in escrow for at least the next 5 years

and it should be there to compensate we homeowners for a likely decrease in our home values. For example, I think my home's probably worth around 275,000 dollars now, let's say 3 years from now I try to sell my home and I'm only able to sell it 150.000 dollars, I think that the developer should pay 125,000 dollars, they should pay the difference in the deceased value of my home. I think that's a very reasonable request, 1 million dollars held in escrow as a 150 million dollar project, they should be required to compensate those of us that will be negatively impacted by this. Thank you.

Leslie Roberts: Thank you for taking my comments. I have two points that have not yet been brought up. These go back to the August 5th meeting. I was not able to speak at the end there, on the agenda notes from August 5th on page 258 there was an assessment from Christian Hirni and Peter Sandbeck from the DEAPR and they did a land conservation and cultural resource assessment but I noticed that was only done on parcel 1 and 2 and the Davis Road parcel is considered parcel 3. I have concerns about that not being done and if that can be done before this is moved forward with. There was identified to be part of a hard wood forest there that will be impacted and I think it's important to know what else will be impacted in that third parcel. The 2nd point is where I live on Old 86 I can't actually see light pollution on building that I cannot see at night and I think it would be nice to have that the lights that are put in both internally and externally at the site, if this goes through, be motion sensor lights. This is already in practice in perimeter parking Morrisville and I think it would be something that could really help reduce the light pollution for those of us that would have to see this at night. Thank you for your time.

Payton Rose: I appreciate your time, my husband and I own the historic Davis Farm just a mile down Davis Road. The heritage that Davis Road was named after. I'm sure you are all aware that this area is surrounded by historic farms well over 200 and 300 years old as others have brought up. Our main concern has not been brought up yet is the allowable use of light manufacturing; I've spent the last 10 years in global apparel development from private companies to a multibillion-dollar corporation. I know what apparel manufacturing looks like and its potential hazards to our environment. I appreciate that the applicant has provided a list for light manufacturing that will not be allowed however, the space for allowable businesses is wide. There are no protections in place, I urge you to consider that many of us in the Rural Buffer have private wells that we water our crops with, that we feed our families with, that we drink. I do not see any protections in place that protect us against any non-recycling of water, wastewater treatment or closed loop pollution systems. It's nothing that any of us could protect without knowing the specific tenants going into these spaces and exactly what they will be manufacturing. If the County votes to go ahead with this then we propose that light manufacturing is prohibited all together or that strict rules are put into place to make sure that our land, that our water aquafers will not be polluted. Thanks for your time.

Margo Lakin: Hello, thank you to the Board, I'm Margo Lakin and I am 100% for intelligent sustainable economic development that truly helps the people of Hillsborough. RTLP is a boondoggle with a dangling carrot of job creation to grease the wheels. With 250 parking spaces in the proposal, I'm going to be generous and assume that all 250 represent jobs. If the facility runs 24/7 that's 250 times three shifts for a grand total of 750. 750 jobs for a 2.5 million sq. ft. facility that doesn't add up. Logistics in the title, I'm also assuming the purpose will also be a warehousing supply chain fulfillment center on a massive scale. Jobs in this sector are moving toward automation which would explain the low number of humans in relation to the square footage. These position tend to be low paying, lackluster benefits, little career advancement and high turnover. With at least ten empty warehouses totaling over 1.1 million sq. ft. laying empty just 13 miles west, why is this being built on speculation. I question if it is speculation, in the minutes from August 5th, Michael Birch, when responding to a question of electrical fleet management on the site said "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 who do you have at the table? I find it hard to believe that Barrister is investing over 150 million dollars to build a 2.5 million sq. ft. industrial park with no client interest. Is there a client and Barrister isn't being transparent? Or is this site being prepped to be sold as a shovel ready package to a bigger entity like Amazon? High profile logistic centers like Amazon and UPS typically come with the demand on the local government for massive incentive packages that equate to years of tax breaks on the backs of the taxpayers like us with minimum job growth. I see no evidence of RTLP improving Hillsborough's job market or tax base in direct relation to the square footage it will occupy and the negative impact it will bring to Hillsborough once those 180 acres are destroyed to build this, we're stuck with it, we can't easily repurpose or reconfigure that footprint for businesses that are sustainable, that are better suited for the area, that are more in line with Hillsborough's values. There are better ways to develop that land for economic growth. Please let's investigate them together. Do not recommend that this project move forward. Thank you for your time.

Geoff Sebesta: My name is Geoff Sebesta, I'll be very brief. The first is the NTSBNHTSB released a study long ago that showed that the damage to a road increases by the fourth power of the size of the vehicles. That's the square of the square. These vehicles which will be on historical road will destroy your road. You'll pay a lot of money fixing and upgrading your road. This is completely unavoidable, there is absolutely nothing you can do about it, if you put this traffic on this road, you will be paying a lot to fix this road. Now the second thing I have to say is that in 2008, I had the pleasure and privilege of being involved with the city councils of both San Diego California and Lexington Kentucky as they both considered proposals from businesses that did not want to reveal the sources of their funding or their eventual tenants. San Diego took one look at the proposals, said if you're not revealing your tenants this is a joke. Lexington was not so wise, they got involved in something called the Center Point fiasco, you can look it up. It's destroyed the downtown of Lexington Kentucky to this day. If they're not willing to reveal who the tenants are, it is not a serious proposal, it should not be seriously considered. Finally, I will say that although I thank everyone for staying up so late, it's 10:40 at night and there's not been one single resident yet who has spoken in favor of this proposal. The Planning Commission is there as the representative of the people of Hillsborough, many people have mentioned that they don't have enough time to speak, I thinks it's odd that the Planning Commission is limiting the time of people to respond when they are not limiting their time after all you there, are you not, to represent these people? You should take this seriously, you should look at the fact that absolutely no resident appear to be in favor of this at all. You should consider that, thank you very much for your time.

Jean-Francois Provost: My name is Jean-Francois Provost and we just moved in last July on Old 86, we are south of Davis Road. I have several things to say, first we have {inaudible} of trucks coming into our driveway and a truck coming right angle you have to go in other lane so we had to stop the traffic on Old 86 to have some trucks on our property, that's the first thing. When we bought the land a few months after we got invited to a public hearing because there was already a project, that actual project is bigger than the previous one but it was just one project out of three projects so there was commercial zone on Old 86 near the exit of I-40 and there was a third one very close {inaudible}, so the traffic, the lady who explains that the traffic is going to be ok, she doesn't take account the next project which is coming maybe. If there is three projects, the traffic impact created by this project, why we came tonight, is also two other projects so increase the traffic significantly. So we have to take account not only this project but the whole amount around the perimeter. Thank you for listening to me.

Jon Boxter: Good evening, thank you for your time, we really do appreciate you giving each of us an opportunity to share our feelings. I'm a middle school teacher and my wife, Shannon, is an ICU nurse, we live on Old 86 3 houses from Davis Road with our 3 year old son, we're one of the handful of houses in 1000 feet of the development that received the original notification letter. We live along the 3500 feet of linear road that has been quoted, the back of Building C as currently planned, would be highly visible from the Duke Utility road that runs beside our property where we watch our son and our neighbors children play every single night. The staggering amount of 200 vehicles that would be routed onto Davis Road during peak hours as has been quoted, would then pass directly in front of our home. So that's effecting, at least surrounding us on three sides. My family and I unequivocally disapprove of the actions being proposed, our opinion has been shaped not out of a hard line "NIMBY" attitude towards development of the area as many other people have pointed out, we bought our home with the understanding and tacit expectation that the area north of us would inevitably be developed as zoned. However, this sheer lack of adequate infrastructure surrounding this particular project make is impossible to support. The addition of Davis Road as a second access point has been admitted to be done after the fact in order to satisfy NCDOT. Anyone who lives near Old 86 has noticed the increase in traffic over the past few years. That road along with those that feed into it despite what cherry picked traffic study suggest about specific intersections we'll have trouble handling the number of cars and trucks that are being estimated. From a safety standpoint, it will be disastrous for those of us living along the route. After crossing under I-40 you pass that service road that's been repeatedly mentioned by a number of houses on both sides, you come a slight hill and there is essentially a blind curve that the utility line overpass, my home as well as two are located right after the Duke utility road. I find myself looking multiple times in each direction and saying literally a prayer before pulling in and out of my driveway. I signal a ¼ mile before I even turn so that cars don't rear-end me or side swipe my vehicle as I exit. Almost daily, horns honk, cars lock up their brakes as they speed south on Old 86 before coming upon a car turning past the blind curve in a driveway or onto Davis Road. It's incredible that more accidents don't already occur here and adding further traffic and stopped cars is a literal disaster waiting to happen if this plan goes forth as presently constructed. A red light is going to do little more than to cause those cars to slam on their brakes and cause bigger issues. I say all this to reaffirm my opposition to this plan as currently proposed. It makes no sense from an infrastructure standpoint to utilize Davis Road purely more that out of necessity or that portion of Old 86 for heavy truck traffic. Unless this can be remedied and a more logical solution

can be found, I urge the member of the Planning Commission to deny this proposal. Please help to protect my family and my neighbors. Thank you.

Beth Rosenberg: Thank you for taking the time to listen to all of us. I know it gets old for you after a while but I think listening to our concerns and some of our suggestions should prove valuable. I just have a few points to make, first is that although the Rural Buffer portion of that Davis Road property is supposedly going to be left to be wild land or whatever, all the traffic from this development now will be exiting onto Davis Road and going through a Rural Buffer area which seems counter to the purpose of that zoning designation. Another point I want to make is that Mr. Beeman mentioned that he drove Davis Road and Old 86 and the service road, if that was any time after February or March of this year, it was during the pandemic and the traffic has admittedly been much less during that time even through this current period of time because there's no school traffic currently. Next point is that reading through the UDO, the purpose of the MPD-CZ zoning is to provide economical and efficient use of land, efficient land use, improve level of amenities, appropriate and harmonious variety, creative design and a better environment and I don't see where this project is likely to provide any of that for us. I, like everybody else tonight, urge you to not approve this plan and not sent it forward to the Board of Commissioners. Thank you for your time.

Declan Cambey: My name is Declan Cambey, I'm 18 years old and I've lived in Hillsborough my whole life. I've grown to know all my neighbors, have usual and local restaurants and I've walked down the Riverwalk with friends or into the new Orange County library to check out a new book probably 100s of times. Now both the Riverwalk and the new library and the development with Paw at the Corner and Whit's Frozen Custard, these have all greatly improved my quality of life so I'm all for development that can benefits the members of this community of this town. But from what I've read and what I've heard today this proposal for Research Triangle Logistics Park will actively hinder the quality of life for Hillsborough natives by increasing traffic, noise and pollution while simultaneously destroying precious green space along Davis Road and along Old NC Hwy. 86 which is a designated scenic byway and houses many cyclists as has been mentioned. Now I know the applicant team has brought many experts to try to address all of our concerns but that doesn't change the fact that this is not what our community wants. I found out about this meeting on Instagram and this account has 50 followers mostly young folks like myself that I went to school with at Cedar Ridge. The Facebook group against this industrial park has 386 members and there have been thousands of signatures on the petition that has been mentioned earlier. On another note, the possibility of jobs is not the promise of jobs. As has been mentioned, these developers have not shared any companies or agencies that will set up shop in this research park. Also, when many traditional jobs are transitioning online why are we investing in warehouse space that could just be bought over by large companies like UPS and Amazon, this is not a necessary project right now and I call on the Planning Board to reject its proposal. As a young person, I speak for all future generations that will suffer if this project is approved. Thank you.

Rebecca Drapp: I live off NC Hwy 86. I moved to Hillsborough like others have said for the community aspect of it. I feel like this is going to destroy our community for all the reasons other people have said, decreasing property values even when they were given that presentation they couldn't guarantee that this would raise the property values. I worry about the quality of life for everyone with the trucks with the big industry. I think the charm of Hillsborough is the very rural, local businesses that is how we make our community better. That's according to local businesses and reinvesting in small places and it sounds like this is just going to be a big warehouse where, I don't even know if it's going to have good quality jobs. I'll cede because it's late, thank you for listening. I just wanted to voice my dissent to this project.

Jeb Kelly: I live off Davis Drive, a couple things I wanted to point out that haven't been mentioned, the developer in their pitch tonight referenced the 40-year history of planned development here. I don't think that 40 years included routing 90% of the traffic onto Davis Drive. In Ms. Greene's presentation, she referenced the amount of traffic coming onto Davis Drive as approximately 1600 vehicles a day, I went back and reviewed the TIA from the DOT and they estimated over 3600 vehicles a day, 90% of that would be about 3100. I think we deserve a little more of an explanation on the discrepancy there. Ms. Greene also in her own words, mentioned that people will tend to find a different route of willing to drive further when traffic backs up and that's exactly our concern. When traffic backs up at that exchange of 86 and 40, regardless of the signage, they're going to be looking for other routes, they're going to come down Davis, Ode Turner they're going to head to that 4-way stop at New Hope. They're going look for other ways. On top of that there's a reason that they're looking at the 40 exchange here, a lot of people are skeptical of the jobs being created, I think we have a right to be skeptical, I think there's a lot of jobs would go to Mebane, Burlington, Durham. I think we've be compromising our community here for commuters and I think Orange County Planning

Board should be looking out for Orange County residents, number one and that's why I'd like to echo the concerns of others and urge you to consider a plan that would limit the size and scope of this to what fits on the current acreage available for economic development access via the service road. Thank you.

Justin Mitchell: My name is Justin Mitchell, I own several acres of land on Davis Road adjacent to my brother's property and I've dreamed of one day living there near my family. The appeal of that dream would certainly be gone if there were huge warehouses peeking through the woods just a few hundred feet from my property. That said, one thing that we're concerned about is the runoff that will be generated due to the massive amounts of impervious surface that would be created by the project. The excess runoff would flow down Davis Road where we had a sinkhole last year where you can see the floodplain crossing Davis Road. That's due to the currently excessive amounts of water that flows down there. I think it's important that an analysis be done to assess the impact of the impervious surface. One other quick thing that I would like to add is about noise because I think it's serious, let me just point out Orange County specifically prohibits the use of lawn equipment after 9 p.m., if that's the case how can we possibly allow diesel trucks operating overnight creating noise that is up to 26 times louder than gas powered lawn equipment. I think it's imperative that a noise impact analysis the development is approved we need to protect the hearing of our residents and prevent the potentially massive disruption to the children at the preschool and of sleep, peace and the calm of the residents in the area. That's all thank you.

Nan Fulcher: My name is Nan Fulcher and I'm a resident of Cornwallis Hills that's on the north side of I-40 but according to the traffic predictions, there is an impact going up the corridor here of NC 86 about 20% of the traffic looked like on the traffic reports. Thank you for hearing everyone out tonight, as you, members of the Planning Board consider the project and make your recommendations to the Commissioners, please consider that the rezoning proposal at hand, or any proposal for that matter, please consider it from the standpoint of whether it can withstand legal challenge. The few things in this arena to think about are that rezoning is supposed to be based on the needs of the neighborhood and community not just secure special benefits for a single property owner. How can the County assure citizens this is not the case since the rezoning was requested by the applicant rather than being initiated by the County. Second consideration is whether there are other legitimate ways in which the property owner could develop the area for economic benefit without requiring rezoning. Third is that the rezoning must still maintain a harmonious land use pattern that is the juxtapositions still need to make sense. Does shoehorning a 300,000 sq. ft. warehouse and truck driveway next to private homes make sense? Also, ask whether the zoning change is in harmony with the legitimate expectations of the neighbors who live in a residential area next to Rural Buffer and part of the NC Scenic Byway. Lastly, in rezoning, the substantial benefit for one party cannot offset the substantial harm to neighbors. Even if you believe that a warehouse complex benefits the community, via job creation, or shoring up the tax base, the rights of the adjacent landowners cannot be ignored. As one Davis Road resident said, the County only gets one chance to zone this area appropriately so please consider carefully your guidance on this issue. Thank you.

Sascha Godfrey: My name is Sascha, I'm 16 years old, a student at Orange High and I grew up in New Hope Springs, a neighborhood off Davis Road. I first want to thank the Planning Board for allowing us to speak and secondly, I want to plead the Planning Board to really pay attention especially given that we have listened to 2 hours for our 3 minutes of time to bottle together all of our concerns. With my 3 minutes, I could speak about the for my safely as a probable collegiate runner training on Davis Road or I could speak about my concern as a new driver and for the safety of my younger sister who will be driving soon on a road with an influx of trucks at the upper end given that young drivers have a much higher rate of accidents. However, I have one main probably more practical point to make in the development presentation earlier, it was mentioned that the development will be 2.25 million sq. ft. of building area. In parentheses, it was listed initially and that the current traffic analysis that is being used for the approval of this project is based only on the 2.25 million sq. ft. In the News of Orange article posted today, Michael Harvey mentioned that this space could occupy up to 4 million sq. ft. The applicant refused to comment. So what is actually being approved here? Along with the proposed uses how can you be sure that we have control over the tenants and the size of this development once it's built? I am very concerned by the precedent this sets for rezoning a residential neighborhood into an industrial area. The developer seemed to try to slide through the idea that the closest home will be 1000 feet away, however, that will actually be walls of the warehouse 100 feet from the person's property. I cannot see a place for a 60-foot warehouse next to 10 to 20 foot one and two story homes. Harvey mentioned at the August 5th meeting that buildings must be kept in harmonious style with the surrounding residential areas. I'm asking that we flesh out the development ordinances so it's in cooperation with the surrounding residential area. Thank you.

Dana Brinson: My name is Dana Brinson and I live in rural Hillsborough off of Dodson's Crossroads. I'm about 10 minutes' drive from the proposed development. I wanted to thank the residents on Davis and Old 86 for their thorough questioning of this project. An analysis of the concerns related to potential noise, air and water pollutions, traffic concerns and protecting the Rural Buffer. I wanted to share my voice and that of many of my neighbors here in Rider's Trail who stand with all who have spoken tonight about these serious concerns. I want to state clearly that this is not just a not in my back yard issue but a serious concern for all of Hillsborough and greater Orange County. Thank you.

Ashley Lorusso: My name is Ashley Lorusso, I live on Davis Road about two miles west of the proposed development. I am just calling in tonight to voice my opposition to the development. This is going a severe impact, not only on Davis Road, but on the surrounding community well beyond Davis Road, well beyond surrounding community, well beyond the intersection of Davis Road and Old 86, into Hillsborough and Chapel Hill. It has not been thoroughly vetted there are plenty of options that would explore further for development in this area and come to a conclusion that is much more suitable and harmonious for this area and the community. Thank you for your time.

Jesse Kaufmann: I agree with everyone who has spoke against this tonight. I want to add on to what they've said, I want to throw in small remark because I heard Adam say that he came down on Davis Road and checked it out and also, said he couldn't see why a truck would want to take a right on Davis Road because they want to get on 40 as quick as possible which would make sense unless he lived on Davis Road which makes no sense to me because I actually go the back way if I want to go to the Tanger Outlets for example, I don't go to Davis Road to Old 86 to 40, I go what I call the back way which I consider quicker through all these country roads and especially Davis to Orange Grove to Dimmicks Mill to then Ben Johnson Road gets you right to 40 and 85 very fast all through these beautiful country roads. I just wanted to throw that out to you. Thank you very much.

Amanda Shakhloul: I want to give my mom permission to speak for me, I agree with whatever my Mom's going to say. My mom lives in this area too. Yes, my name is Vicky Riley Berry, I'm 65 just like Gerald Scarlett we all grew up together here on Old 86. I'm a Hillsborough native and I just retired from Duke North University Hospital as an RN, BSN and I have several issues. I am heavily, heavily concerned with my husband, Ricky Berry and my daughter, Amanda Berry Shakhloul and her daughter and she's going to have a baby in a month. I am concerned about the destruction of life and many people may end up suffering with a lot of unnecessary cancerous diseases. We do want to preserve our very quiet, peaceful and clean living here. We do have a spring {inaudible} that is joining about 100 feet from the service road right here at I-40 and on up we have our own well and this was my childhood farmhouse that I grew up and lived. I know every inch and every piece of the woods here on Old 86 being a child here. I am concerned about noise pollution, the high decibel pitch sounds that can cause severe deafness and air pollution is not going to help the global warming situation either. All these warehouses that heaven knows there could 1000s of chemicals stored in them or nothing at all and because of the industry proposal, soil and water contamination, increased toxic, all kinds of horrible things that are in the soils that can cause a destruction and even animals, cats, dogs, lowercase animals, insects everything that's necessary to the ecology of life too. All these diverse cultural residents that are my friends that I went to school with, I work with for many years, everyone all of us can be {inaudible} affected because of this noise, air, the large trucks carrying all this horrible toxic products that in their trucks through the Town of Hillsborough.

David Blankfard: All right, are there any questions or comments or further from the Board?

Randy Marshall: I'll make some comments, first I'd like to say we've heard from about 60 folks over 2 different nights of hearing testimony and I want to tell people we appreciate them sharing the information with us and certainly understand and appreciate them sharing their concerns. Just a personal note, I've been in Orange County as a resident for about 50 years and in the time, I've been in Orange County there have been pressing concerns that have continually come before the governments in Orange County. One is that taxes are too high and the other is we don't have enough money for the schools. The Economic Development Districts have created, decades ago, to encourage commercial development in Orange County away from Chapel Hill and Carrboro who seem to take and send any proposal for economic development to Durham or Chatham County. Walmart went to Chatham County, Lowes went to Durham and there are numerous others that were not able to get a foot in the door in Orange County. These Economic Development Districts were created to provide commercial tax base, provide jobs and they were set up

close to the interstates in areas that at the time they were established didn't have many residents. We understand that many of the people who have spoken, 2 weeks ago and tonight, have been recent residents moving into those areas and so we understand their concerns. On the other hand, there's been very little interest in developing these Economic Development Districts in the last 30 or 40 years and now we have a proposal which offers the opportunity to increase our tax base, take some other pressure off property taxes, increase the possibility of additional sales taxes even if it doesn't create 4500 jobs, the jobs that is does create will be beneficial. So, I would like to cast my views on what's going on and those terms that we serve all of the residents of the County and we'd like to be able to just serve a couple of neighborhoods at a time but the residents of all of Orange County those concerns of more money for the schools, more taxes and more job opportunities hopefully will serve the entire community. At some point I'm willing to introduce a proposal for us to vote upon when other people have spoken.

Kim Piracci: Nobody's going to be surprised when I disagree a little bit with Randy. Unlike Randy, I've only lived in Orange County 24 years and my husband moved us around a lot of places in the Country before we settled here. I never heard of a place that had enough tax base or small enough taxes. People's taxes can never be small enough, trust me it's a financial truth. So, although I know that is a persuasive argument, for many if not most people. For me it falls on deaf ears, what concerns me, actually a little more is there's a lot of things about this development that concerns me but I think the biggest one came very early in the comments when one of the residents said that they assured us that he lived on a property that the developer thought there was no house on. In fact, it seems that a lot of people live on properties that the developer thought there were no home on and so what it says to me is that either the developer is misinformed or disingenuous. In either case, I feel like we need to give them an opportunity to go back and maybe come to us with more correct facts. Also, the transportation continues to disturb me. I apologize to you all, I did not get the updated information, I don't know if it's the post office but I feel like I need to examine that better than on an inch of screen and like one of the homeowners said, that was very extremely cherry picked information that was provided. So, again, I just feel that to make a good decision, we all want what's best for Orange County, I feel like to make the best decision I can make, I need a little bit more time and I need them to provide a little bit more accurate information before I can comfortably vote to promote the project.

Adam Beeman: I want to state that for 13 years of my life, I lived less than 200 ft. from an industrial park. It wasn't the end of the world, the traffic wasn't the end of the world, the noise wasn't the end of the world and as a matter of fact, that was where I go my first job in high school. I would leave high school on work study and I would go work in one of those businesses in that industrial park that was right behind my house so for me I've lived there, I've dealt with it and dealt with the traffic, we dealt with diesel exhaust before they even came up with the DEF for the trucks. It's not as bad as people are making it out to believe. I believe we need the tax revenue in this county and I am for it all the way. That's the end of my pitch. Thank you.

Carrie Fletcher: My 2 cents is very simply that I have a hard time buying into it when I don't know what they're doing. I know Orange County needs the revenue, I know all counties in North Carolina, I know all counties everywhere needs the revenue but to say, here you go and we're going to offer this package to them and say go for it. I don't know what you're doing there and here's carte blanc to go for it. I don't know what they're going to manufacture there. I don't know what they're going to put in those trucks. I don't know what they're going to do a year from now once they open their doors. I don't know, I mean other that what the County say they can and can't do in that building, whether they tan hides or they… I think they know what tenants they have coming in there and I think they have a good idea. But, I just don't feel comfortable saying go for it guys and make it work. So be it, it's a huge project to put out there and I've seen, where I came from, in South Florida what happens when projects don't work and you end up with a very big, ugly, empty building that is good for nothing and nobody. I would hate to see that happen out there, five years from now and so I really need more information to really help to make me be persuaded to just say thumbs up and tally ho but I want to support it, I want to make sure that it's a good thing for Orange County. It's a hard thing environmentally for me to say that I'm behind it because it's a big decision to say that I'm going to tear down 50 acres of beautiful land out in Hillsborough to build a giant warehouse. It's a big decision. I want to make sure that it's right.

MOTION by Randy Marshall to recommend approval of the Statement of Consistency indicating the Zoning Atlas Amendments are reasonable and in the public interest as contained in Attachment 5. Seconded by Adam Beeman.

ROLLCALL VOTE:
Randy Marshall: Yes

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

Craig Benedict: You also would need to vote on the proposed ordinance Attachment 6.

MOTION by Randy Marshall for approval of the Ordinance amending the Zoning Atlas as well as imposing development conditions as well as the ones we approved today for the identified parcels as contained in Attachment 6. Seconded by Adam Beeman.

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

Randy Marshall: I was particularly persuaded by a couple of the things the Mitchell spoke to tonight and I would encourage the developer to get more information environmental assessment such as air quality, noise pollution and stormwater control. The three of those presentations that were presented to us tonight seem particularly important and well thought out. I don't know if they were included in the 100s of pages, we received but this has not been completely and fully addressed. I would hope that the developer would consider getting that information before the public hearing and the presentation to the Board of County Commissioners.

Craig Benedict: For the purpose of the Board, we've taken notes and minutes for the first meeting as we have with this meeting and we will be putting together a frequently asked questions document that will try to answer objectively the comments that have come up from both the Board and the public. September 15, 2020 is the scheduled virtual meeting for the formal public hearing for the Board of County Commissioners.

AGENDA ITEM 11: ADJOURNMENT
Meeting was adjourned by consensus

David Blankfard, Chair

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 the 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.

To be signed by D. Blankfard

_____ _____

David Blankfard, Chair Date

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Craig N. Benedict, AICP, Director

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CERTIFICATION OF PUBLIC HEARING NOTIFICATION

MASTER PLAN DEVELOPMENT CONDITIONAL ZONING (MPD-CZ) DISTRICT – RESEARCH TRIANGLE LOGISTICS PARK (RTLP)

I, Michael D. Harvey, Planner with Orange County, North Carolina, DO HEREBY CERTIFY that in accordance with the provisions of Section 2.8 of the Orange County Unified Development Ordinance (UDO), I have or caused notice of a PUBLIC HEARING for the project referenced herein as follows:

1. MAILED NOTICES: Notices giving specifics on the zoning atlas amendment request, contact information, the dates/times/location of the BOCC public hearing including instructions on how to access the virtual public hearing and be able to offer comment(s) on the proposal were mailed:

    a. First class mail to all property owners within 1,000 ft. (as identified by Orange County Tax records) of the subject properties; and

    b. Certified mail to the owners of the 3 parcels.

    on **August 28, 2020, 18 days before the meeting**.

2. SIGNS: Staff posted the subject parcels with signs indicating the date/time of the public hearing on **September 4, 2020, 11 days before the meeting**;

Further, Planning Department staff caused a legal ad advertising the date, time, location, and purpose of the BOCC public hearing to run in the News of Orange and the Herald Sun on September 2 and 9, 2020.

WITNESS my hand, this 4th day of September, 2020.

Michael Harvey
Current Planning Supervisor

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

Current Planning
(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



August 28, 2020

Notice of
BOARD OF COUNTY COMMISSIONER (BOCC)
PUBLIC HEARING
Review a Zoning Atlas Amendment for a
Master Plan Development Conditional Zoning (MPD-CZ) District
Application - the Research Triangle Logistics Park (RTLP)

To Whom It May Concern:

The purpose of this letter is to notify you of an upcoming Board of County Commissioner (BOCC) public hearing pertaining to amendments to the Orange County Zoning Atlas. Specifically, the BOCC will be holding a public hearing to review a Master Plan Development Conditional Zoning (MPD-CZ) District application in accordance with the provisions of Section(s) 2.8 *Zoning Atlas and Unified Development Ordinance Amendments* and 2.9.2 *Conditional Zoning District* of the Orange County Unified Development Ordinance (UDO).

BACKGROUND:

On January 23, 2018 the Orange County Board of Commissioners (BOCC) approved a zoning atlas amendment creating a Master Plan Development Conditional Zoning (MPD-CZ) district referred to as Settlers Point (materials from this meeting are available at: http://server3.co.orange.nc.us:8088/weblink/0/doc/49647/Page1.aspx).

The MPD-CZ, composed of 10 parcels totaling 195 acres of land, created a master planned mixed use project with two distinct development areas on either side of Old NC Highway 86, just south of Interstate 40. Since approval of the MPD-CZ district, no development activity has occurred.

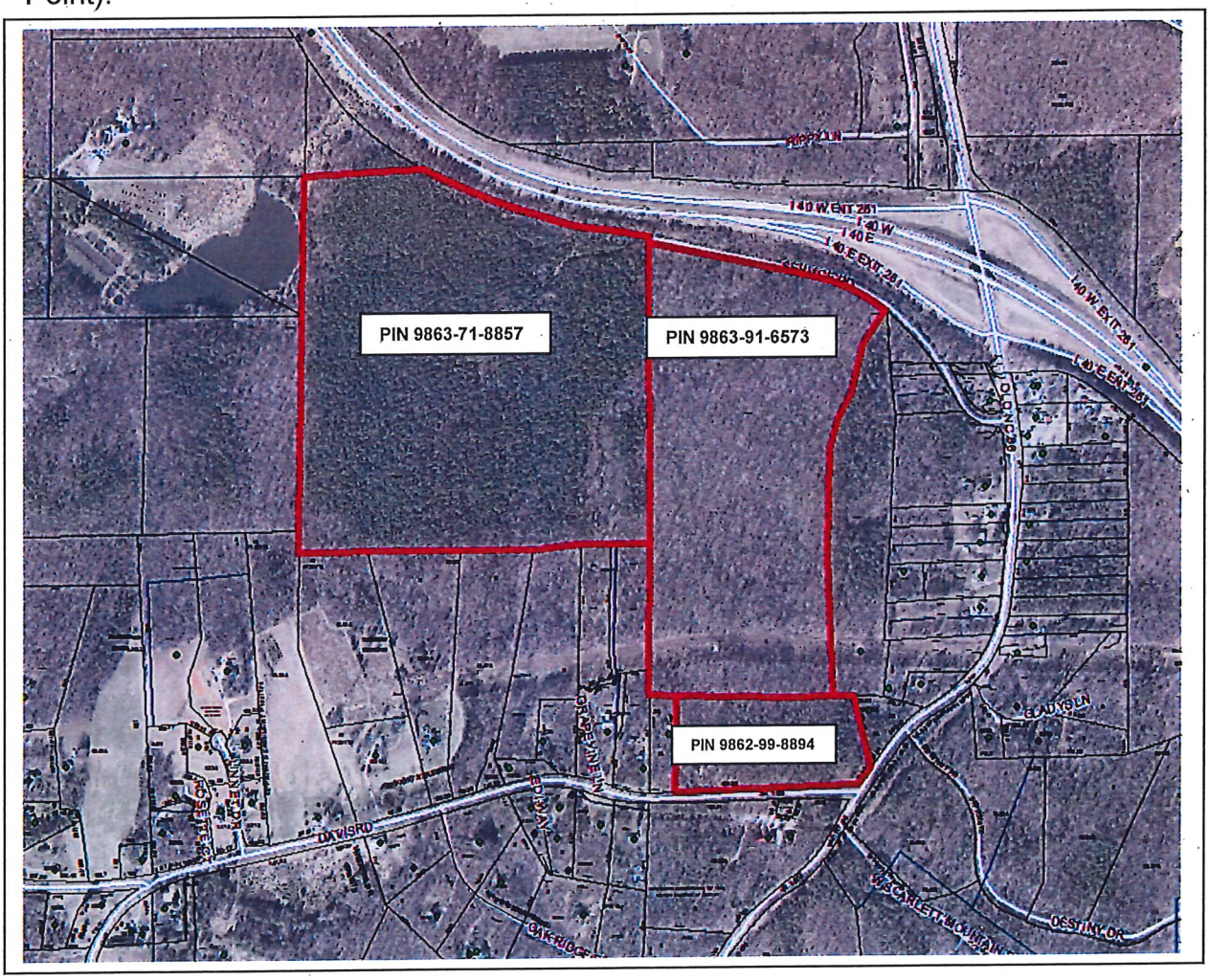
WHAT IS HAPPENING:

The County received a Zoning Atlas Amendment application from Terra Equity Incorporated (hereafter 'the applicant') proposing a new MPD-CZ district on 3 parcels west of Old NC Highway 86, south of Interstate 40, specifically:

1. PIN 9863-71-8857: an approximately 90 acre parcel of property zoned MPD-CZ, part of the Settlers Point project, and Major Transportation Corridor (MTC) Overlay District;
2. PIN 9863-91-6573: 60 acres of an approximately 80 acre parcel zoned MPD-CZ (i.e. part of the Settlers Point project approved by the County in 2018), Economic Development Hillsborough Limited Office (EDH-2), and Major Transportation Corridor (MTC) Overlay District;
3. PIN 9862-99-8894: an approximately 12 acre parcel of property zoned Rural Residential (R-1) and Rural Buffer (RB).

STAFF COMMENT: The portion of property zoned RB, approximately 25,000 sq.ft. in area, will remain zoned RB.

These parcels encompass a total of approximately 161 acres south of Interstate 40 (see map below). As noted herein 2 of these parcels, specifically PINs 9863-71-8857 and 9863-91-6573, were part of the previously approved MPD-CZ project (i.e. Settlers Point).



The applicant is proposing to rezone these parcels to a new MPD-CZ district allowing for the development of a new master planned project, referred to as the Research Triangle Logistics Park (RTLP) summarized as follows:

1. Construction of approximately 2,250,000 sq.ft. of building area supporting non-residential development;
2. Preservation of approximately 41 acres (25%) of land as open space.
3. Permitted land uses within the new MPD-CZ district would include:
   a. Health technology,
   b. Information sciences and engineering,
   c. Advanced and light manufacturing,
   d. Scientific research and laboratories,
   e. Logistics/supply operations,
   f. Warehousing and supply chain fulfillment services.

   The applicant has also provided a list of land uses that would be strictly prohibited within the new district;
4. Vehicular access to the development would be off of Service Road (just south of Interstate 40) and Davis Road.

As part of this submittal, the applicant is proposing the imposition of development and design standards (i.e. architectural design, signage, internal and external setback limits, height limits, landscaping/buffer standards, outdoor lighting standards, erosion control/stormwater, etc.) that will govern the overall development of the project if the MPD-CZ district is approved by the County.

Additional information on RTLP, including a copy of the MPD-CZ application, project narrative, required studies (i.e. Environmental Assessment, Traffic Impact Analysis, etc.) and the submitted master concept site plan, can be found on the Planning Department's website under the *'Current Interest Projects'* tab at: https://www.co.orange.nc.us/1722/Current-Interest-Projects.

Staff has included an 8 ½" x 11" copy of the master concept site plan herein for your use.

If this project is approved, the existing MPD-CZ district for Settlers Point will cease to exist. Development of these 3 parcels would be subject to a new MPD-CZ district designation.

Please note, County staff has begun a separate process to rezone the 8 parcels of property, east of Old NC Highway 86, which were part of what was referred to as District 2 of Settlers Point. Separate notice will be sent concerning the rezoning of these properties consistent with applicable notification requirements.

WHY YOU ARE RECEIVING THIS LETTER:

As previously indicated, you are receiving this letter as your property is located within 1,000 ft. of the 3 parcels subject to this rezoning petition.

Per Section 2.8.7 of the UDO staff is required to send written notice, via first class mail, to property owners within 1,000 ft. informing them of the date/time of the BOCC public hearing where the application is to be reviewed. This notice is required to be mailed 15 days before the date of this meeting.

The Orange County Board of Commissioners will hold a public hearing on this Zoning Atlas Amendment on **Tuesday, September 15, 2020 at 7:00 PM** for the purpose of giving all interested residents an opportunity to speak for or against the proposal. **Due to current public health concerns, the hearings will be held on-line and pre-registration is required.**

The meeting will be live streamed at the following web address for those who wish to only view the meeting: www.orangecountync.gov/967/Meeting-Videos

To register to speak at the public hearing, please send an email to ocpubliccomment@orangecountync.gov no later than 3:00 PM on the day of the hearing (i.e. September 15, 2020) and indicate you wish to speak during the hearing. When submitting the request to speak, include the following:

- The date of the meeting;
- The number and title of the agenda item you wish to speak on (i.e. the RTLP Master Plan Development Conditional Zoning District (MPD-CZ) item);
- Your name, address, email and phone number;
- The phone number must be the number you plan to call in from if participating by phone.

After registering to speak, an email containing instructions and a link to access the hearing will be sent to the email address used to register.

If you do not have access to an internet-enabled computer and would like to phone in to access the hearing, please call the office of the Clerk to the Board after September 9, 2020 at 919-245-2130 and a staff member will provide you with the call-in number.

Please note in accordance with Session Law 2020-3 (Senate Bill 704), Section 4.31(a), which pertains to remote meetings during declared emergencies, written comments on items heard at a public hearing are accepted for 24 hours after the public hearing is closed. The BOCC shall not make a decision on public hearing items until after the 24-hour period for written comments has concluded.

The full text of the public hearing items may be obtained no later than September 11, 2020 on the County's website:

https://www.orangecountync.gov/1707/BOCC-Agendas

Information will also be available from the Orange County Planning Department no later than September 4, 2020.

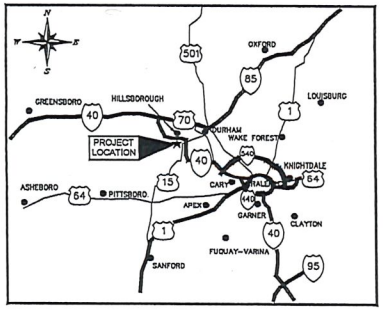
Questions regarding the proposals may be directed to the Orange County Planning Department via phone at (919) 245-2575 during normal office hours (8:00 a.m. to 5:00 p.m., Monday through Friday) or by calling the Current Planning Supervisor, Mr. Michael Harvey, directly at (919) 245-2597.

You may also e-mail questions to planningdept@orangecountync.gov.

Written comments to the Board of County Commissioners can be sent via e-mail to ocbocc@orangecountync.gov. Written comments can also be dropped off at the Planning Department offices at 131 W. Margaret Lane, 2nd floor, Hillsborough, NC during normal office hours or mailed to the Planning Department at P.O. Box 8181, Hillsborough, NC 27278.

Sincerely,

Craig Benedict, AICP
Planning Director
Orange County



PROJECT LOCATION
NTS

CONDITIONAL ZONING MASTER PLAN FOR:

RESEARCH TRIANGLE LOGISTICS PARK

SITE PLAN IS FOR ILLUSTRATIVE PURPOSES -
ACTUAL PLANS MAY MATERIALLY VARY

I-40 AND OLD N.C HWY 86
HILLSBOROUGH, NC 27278
ORANGE COUNTY

A DEVELOPMENT BY:
TERRA EQUITY, INC.

Sheet List Table

Sheet Number	Sheet Title
C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS
C2.0	OVERALL PRELIMINARY SITE PLAN
C2.1	PRELIMINARY SITE LAYOUT BUILDING 'A'
C2.2	PRELIMINARY SITE LAYOUT BUILDING 'B'
C2.3	PRELIMINARY SITE LAYOUT BUILDING 'C'
C2.4	PRELIMINARY SITE LAYOUT BUILDING 'D'
C3.0	ENVIRONMENTAL FEATURES MAP
C4.0	WATER AND SEWER MAP
C5.0	INTERNAL ROADWAYS MAP
C6.0	LANDSCAPE BUFFERS PLAN

PROJECT OWNER AND CONSULTANT

SITE DEVELOPER: TERRA EQUITY, INC.
MERIDIAN BUILDING
3810 SPRINGHURST BLVD., SUITE 120
LOUISVILLE, KENTUCKY 40241
PHONE: (502) 412-2800
ATTN.: FRANK CSAPO
fcsapo@BarristerCO.com

CIVIL ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
421 FAYETTEVILLE ST., SUITE 600
RALEIGH, NORTH CAROLINA 27601
PHONE: (919) 653-2927
ATTN.: CHRIS BOSTIC, P.E.
chris.bostic@kimley-horn.com

SURVEYOR: MURPHY GEOMATICS
10505 LEAFWOOD PLACE
RALEIGH, NC 27613
PHONE: (919) 280-8169
ATTN.: JONATHAN MURPHY, PLS
raleigh@murphygeomatics.com

PREPARED IN THE OFFICE OF:

Kimley»Horn

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PHONE: (919) 677-2000

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SEAL:

JULY 14, 2020

JOB NUMBER: 013560000

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COVER SHEET

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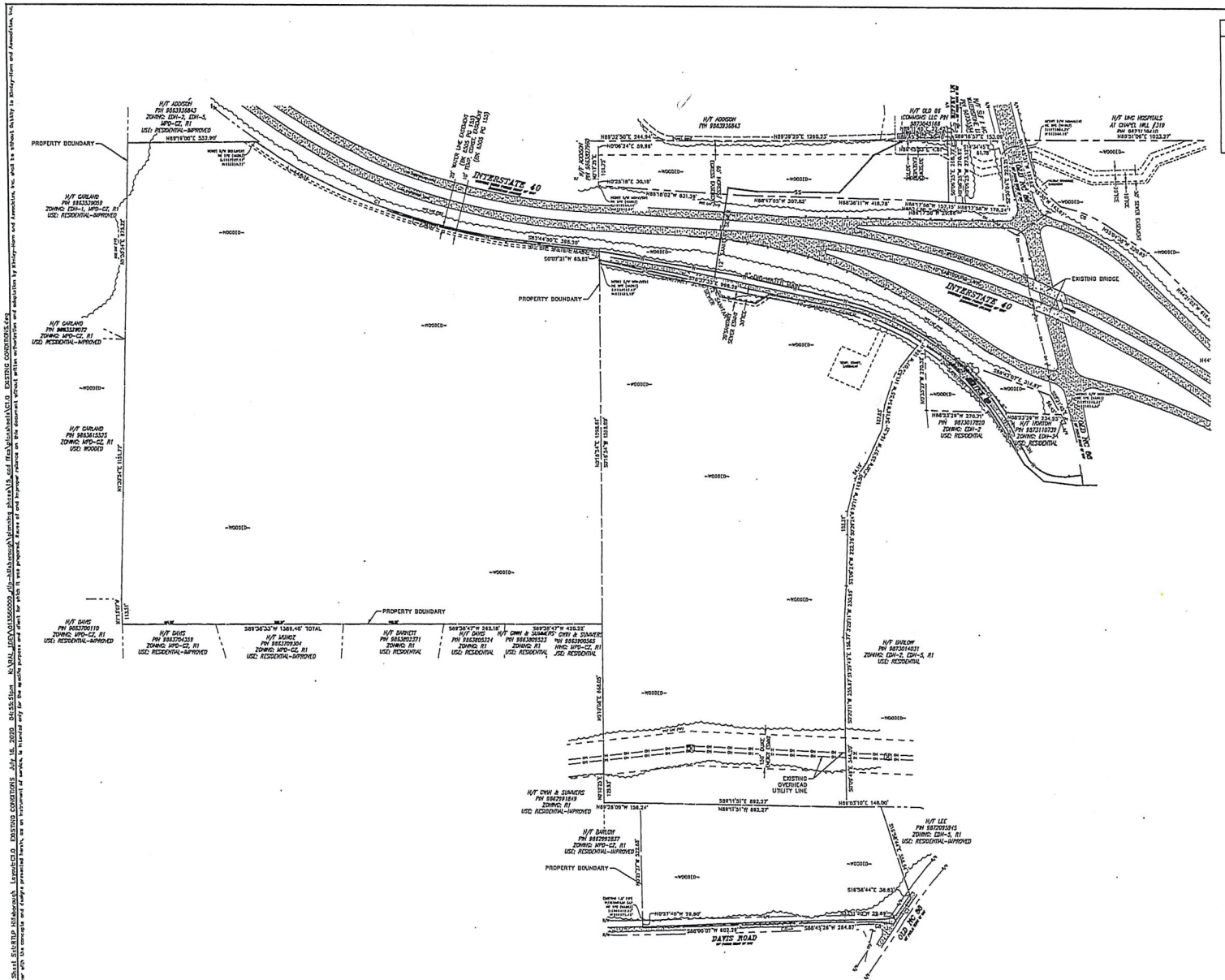
SHEET NUMBER
C0.0



CURVE TABLE					
CURVE	CHORD BRG	CHORD	RADIUS	ARC	DELTA
C1	S68° 29' 58"E	1160.74	2680.00	1170.01	25° 00' 48"
C2	S87° 36' 44"E	426.39	1115.82	429.03	22° 01' 40"
C3	S55° 08' 23"E	39.01	1115.82	39.01	2° 00' 12"
C4	S44° 31' 50"E	389.84	1115.51	391.85	20° 07' 36"
C5	N37° 24' 11"W	214.22	1176.11	214.52	10° 27' 02"
C6	N66° 57' 07"W	207.38	362.48	208.57	21° 14' 48"
C7	S34° 15' 10"W	106.39	2865.00	106.40	2° 07' 40"
C8	N68° 34' 49"W	133.12	818.91	133.27	9° 19' 27"
C9	S88° 22' 47"W	65.92	5000.00	65.92	0° 45' 19"

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EXISTING CONDITIONS

SHEET NUMBER
C1.0

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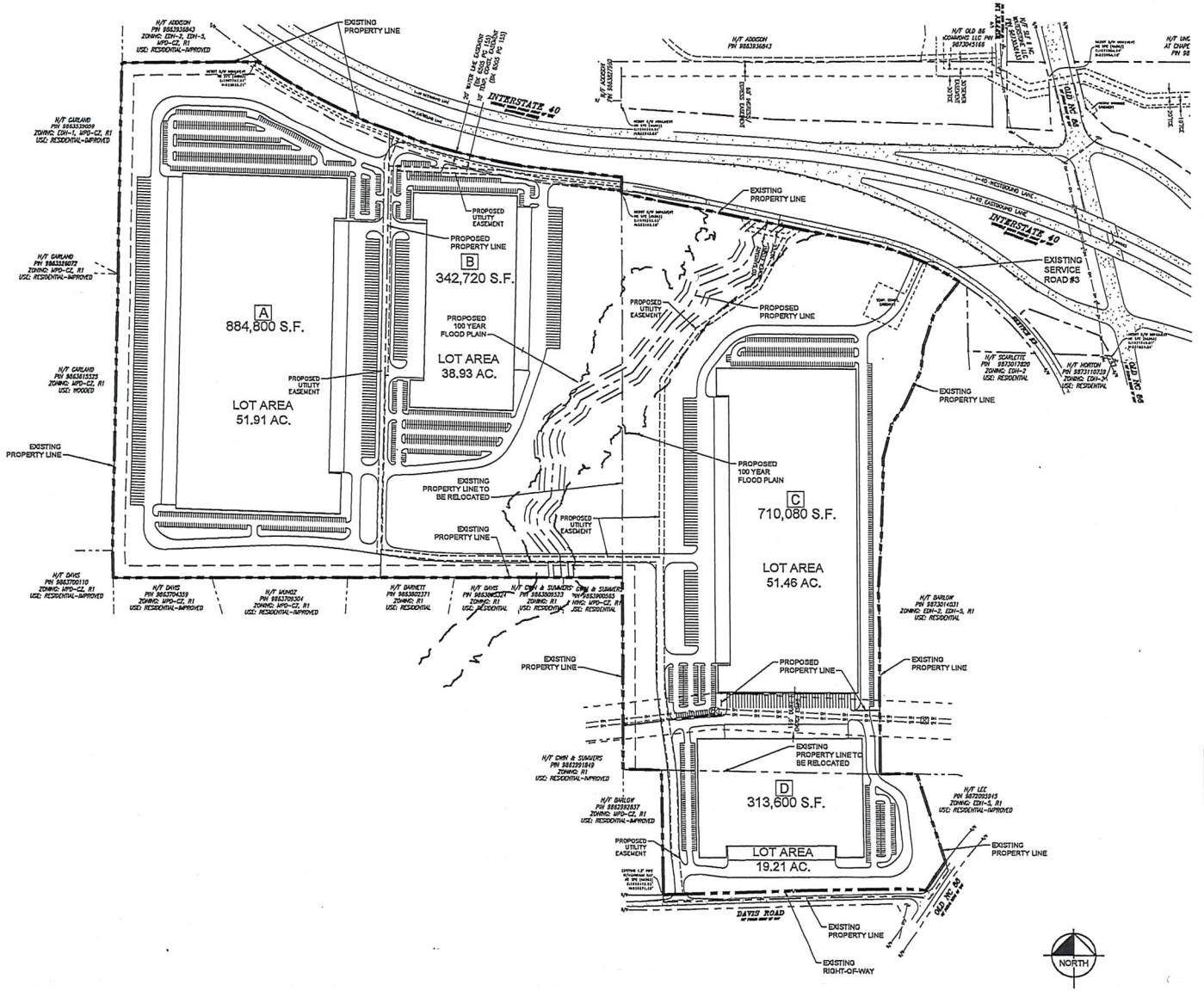

NOTES:

- MAXIMUM FLOOR AREA RATIO (FAR) OF 0.65
- MAXIMUM BUILDING HEIGHT OF 60'

SITE PLANS ARE CONCEPTUAL IN NATURE AND SUBJECT CHANGE.

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HILLSBOROUGH NORTH CAROLINA

OVERALL PRELIMINARY SITE PLAN

SHEET NUMBER C2.0

Plotted By: BrettJ Last Saved By: BrettJ Full Name: K:\WIL_LIVE\013560000\dgn\Hillsborough\Sheets\C2.0 OVERALL PRELIMINARY SITE PLAN.dgn
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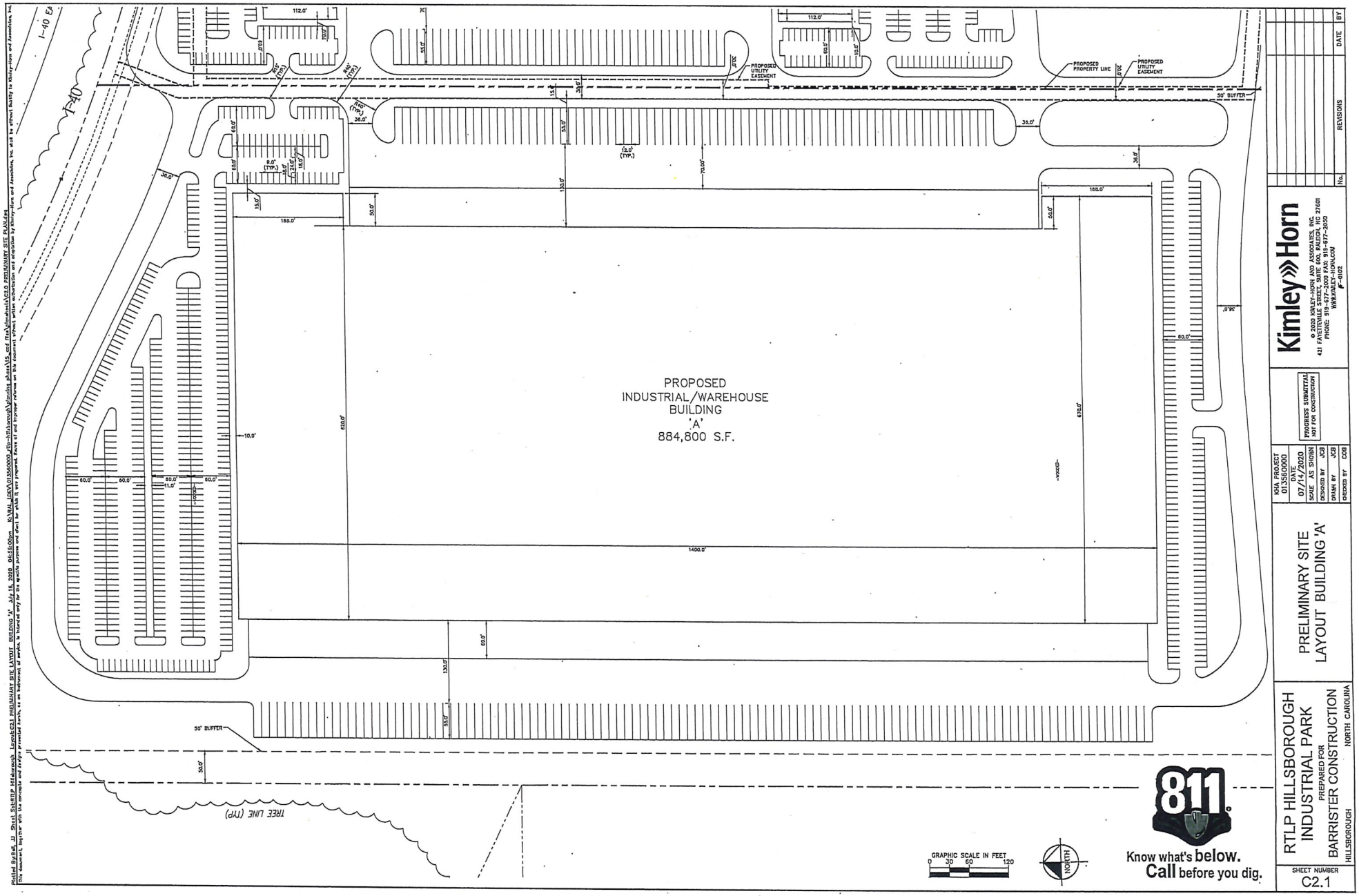

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PRELIMINARY SITE
LAYOUT BUILDING 'A'

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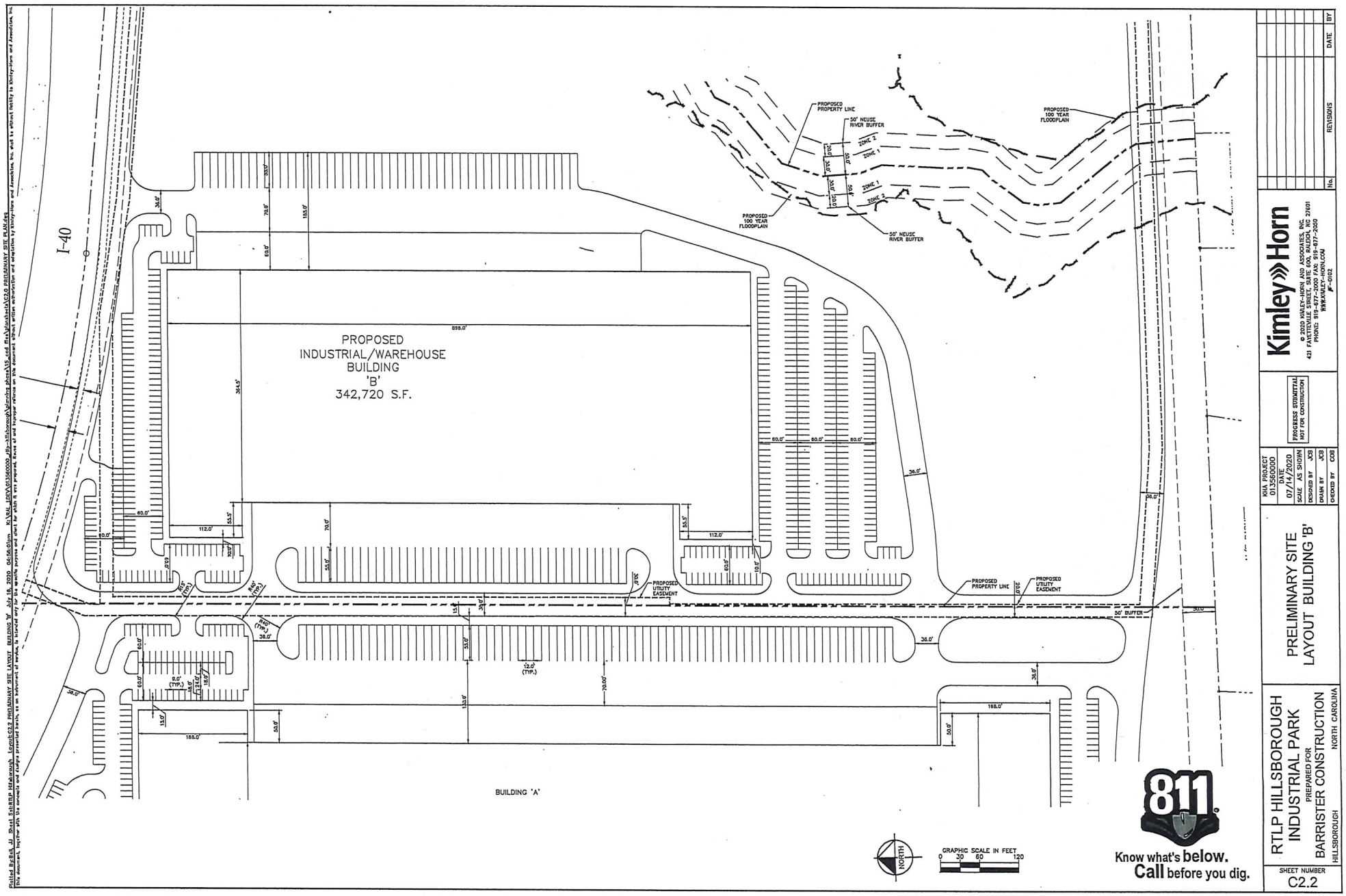
SHEET NUMBER
C2.1



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PRELIMINARY SITE
LAYOUT BUILDING 'B'

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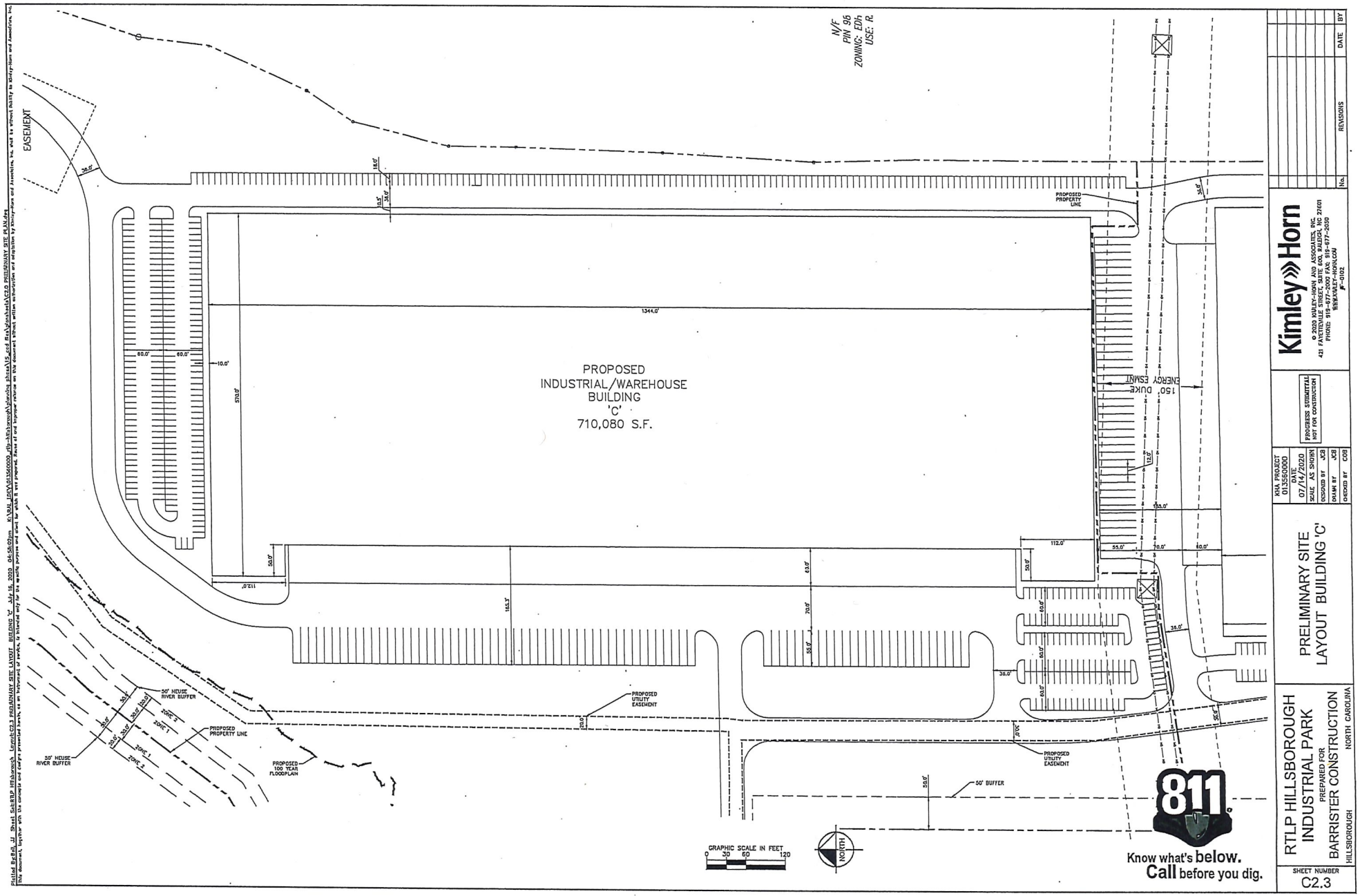
SHEET NUMBER
C2.2



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PRELIMINARY SITE
LAYOUT BUILDING 'C'

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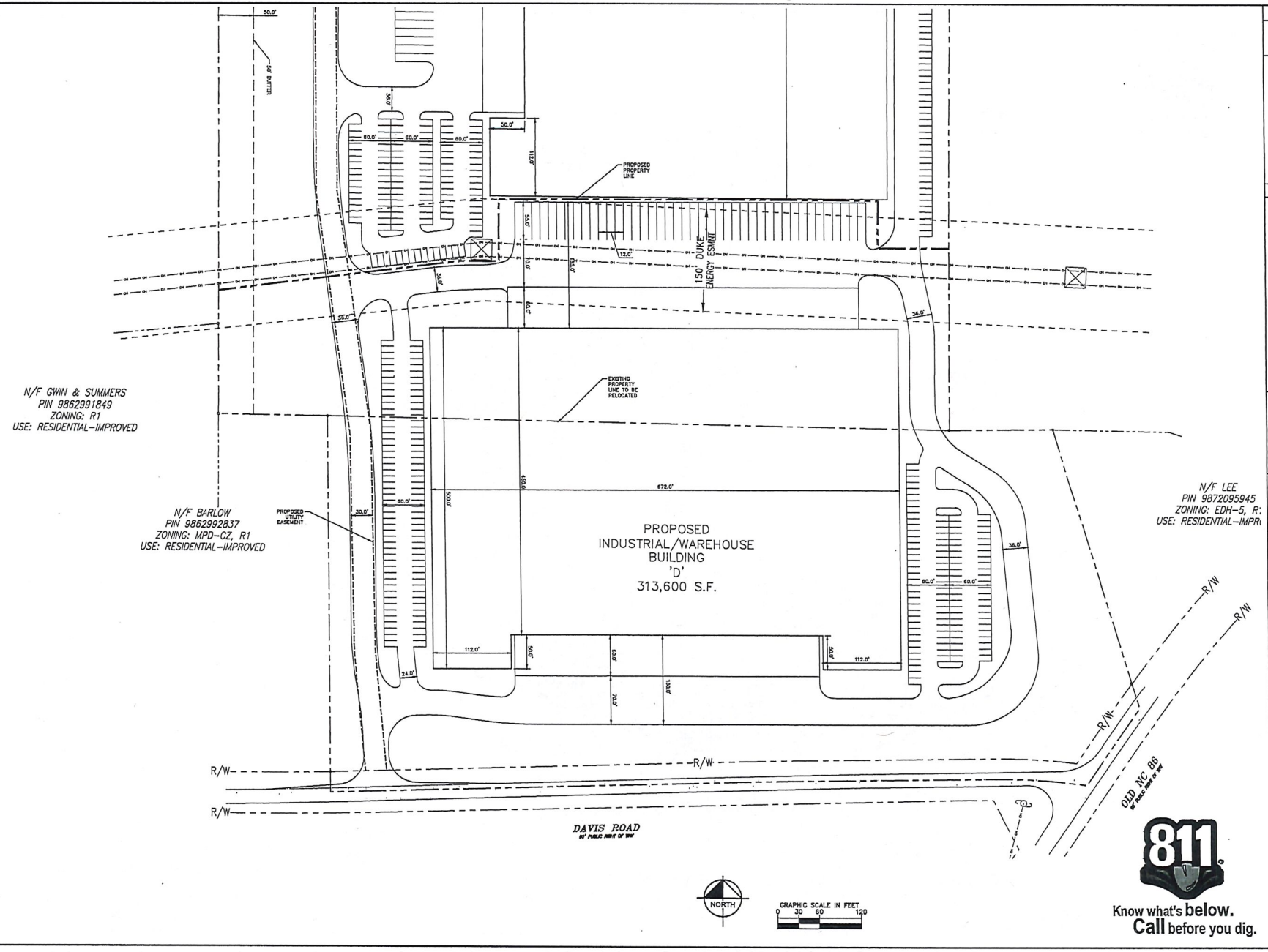
SHEET NUMBER
C2.3



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PRELIMINARY SITE LAYOUT BUILDING 'D'

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SHEET NUMBER C2.4

Plotted By:BJL JJ Sheet Set:RTLP Hillsborough Layout:C2.4 PRELIMINARY SITE LAYOUT BUILDING 'D' July 15, 2020 04:56:03pm K:\WIL_LDEV\013560000_rtlp-hillsborough\Working sheets\WIL.prj Xrefs:Attached:XC2.0 Preliminary Site Layout.dwg
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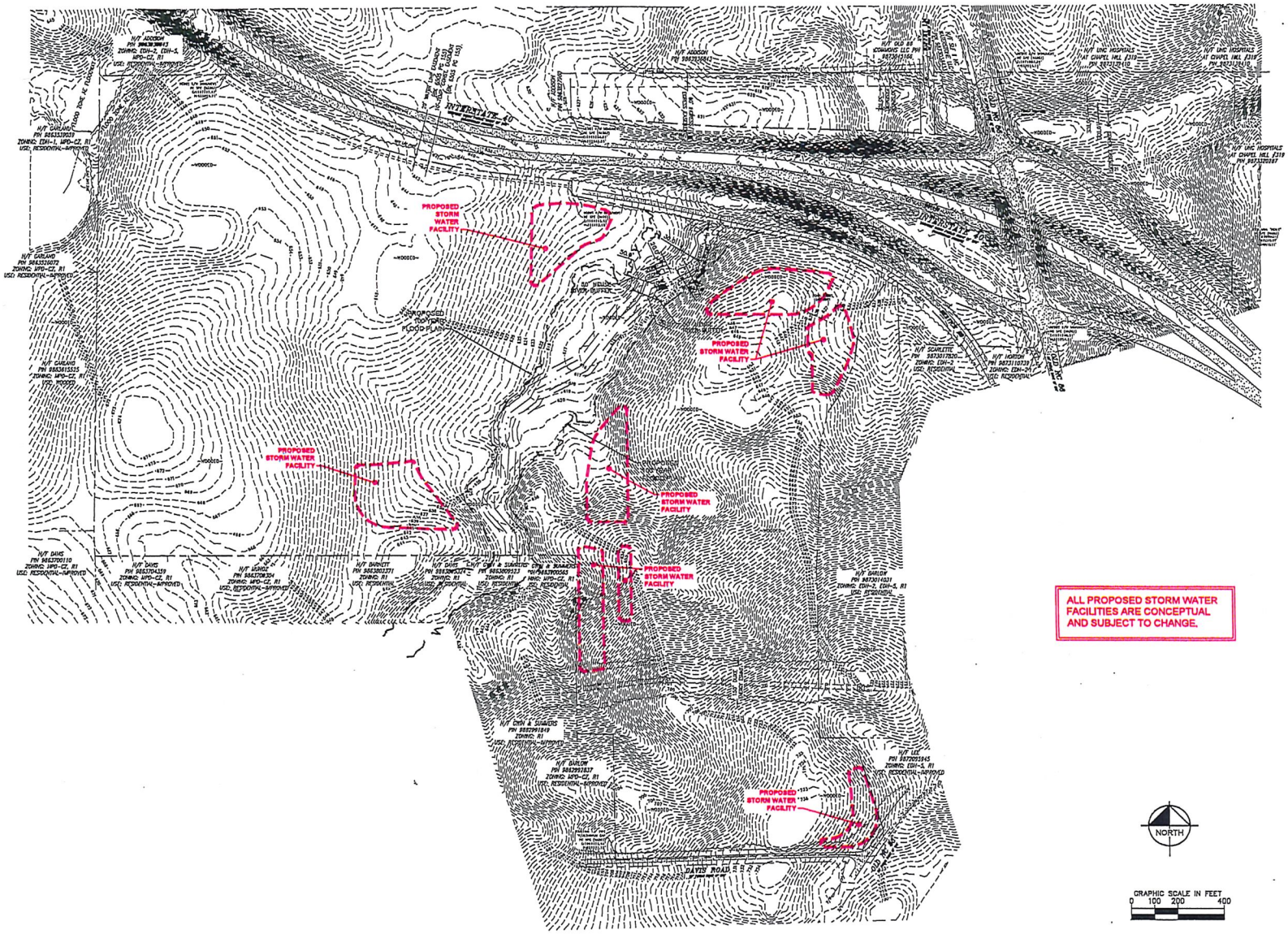

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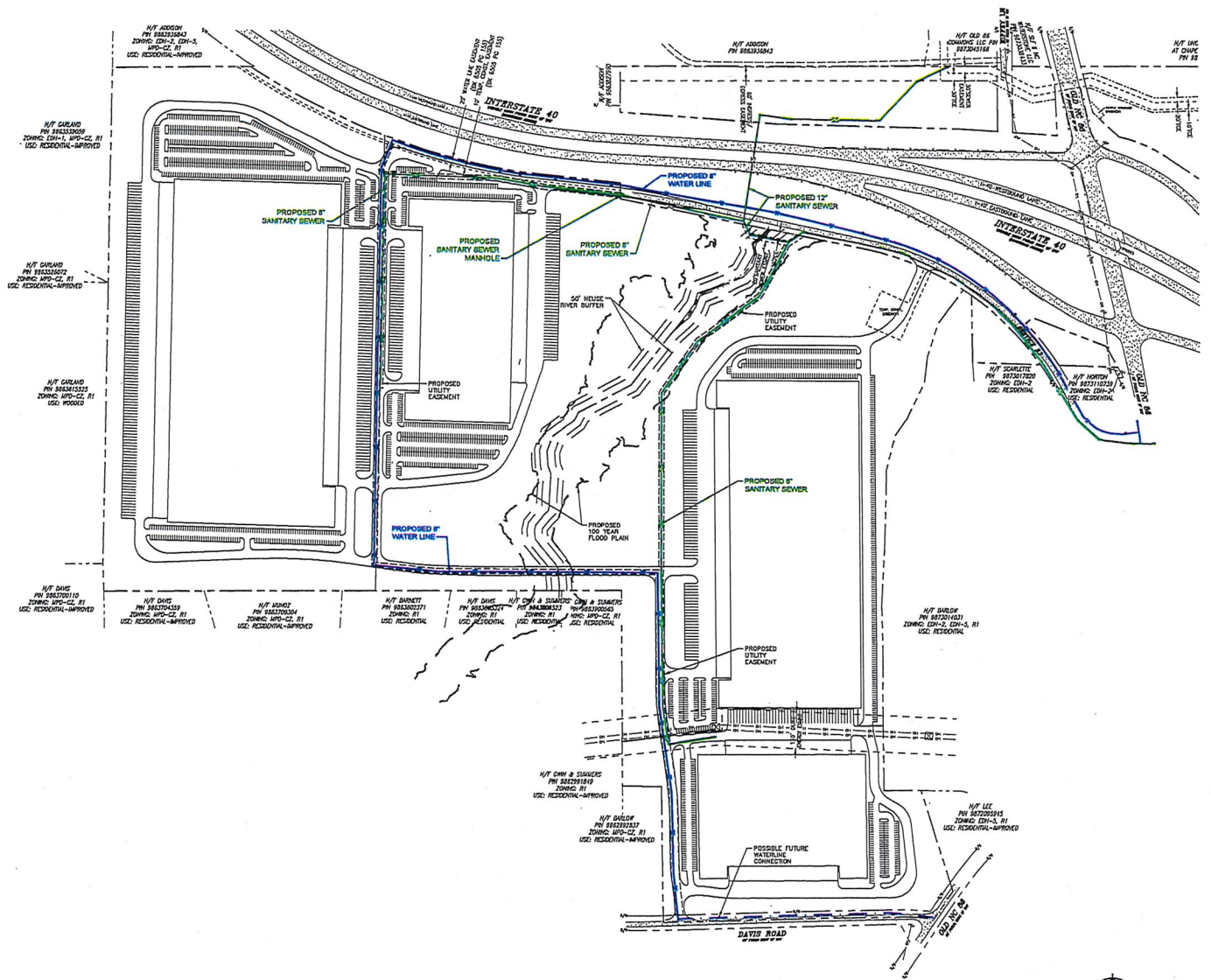
ENVIRONMENTAL FEATURES MAP

SHEET NUMBER C3.0



UTILITY LEGEND

- PROPERTY LINE
- W — WATER LINE
- FW — FIRE LINE
- SS — SANITARY SEWER LINE
- E — ELECTRIC
- FO — FIBER OPTIC
- G — GAS
- P — POWER
- T — TELECOMMUNICATION
- TV — CABLE
- LIGHT POLE
- M — WATER METER
- GATE VALVE
- POINT OF CONNECTION
- BACKFLOW PREVENTOR
- PIPE TEE/BENDS
- REDUCER
- FIRE HYDRANT (FH)
- FIRE DEPARTMENT CONNECTION (FDC)
- SANITARY SEWER CLEANOUT (SSCO)
- SANITARY SEWER MANHOLE (SSMH)
- SANITARY SEWER GREASE TRAP

ALL UTILITY LOCATIONS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

SUFFICIENT WATER FLOW AND PRESSURE FOR FIRE FLOWS WILL BE PROVIDED AT TIME OF CERTIFICATE OF OCCUPANCY.

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WATER AND SEWER MAP

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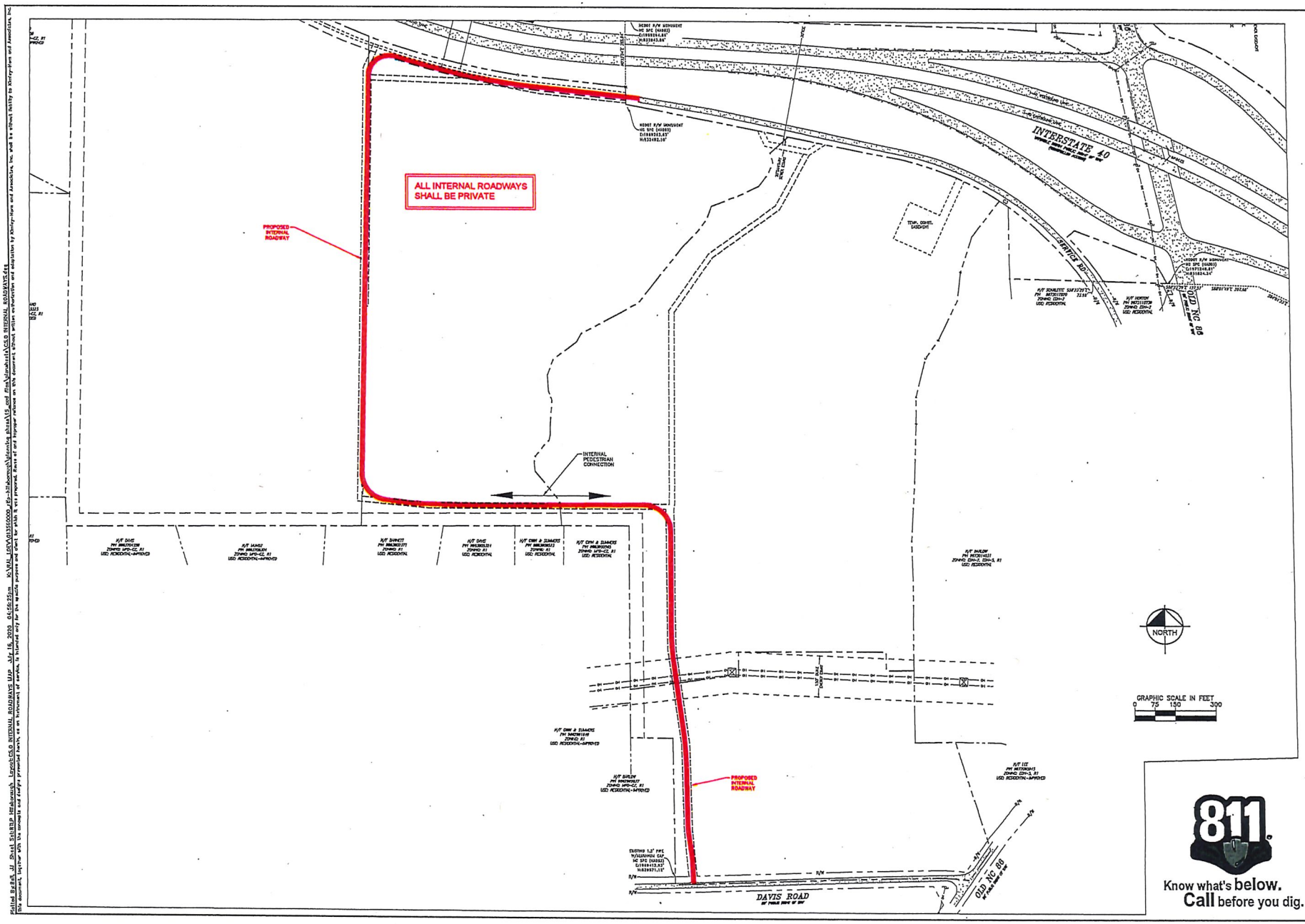
SHEET NUMBER C4.0

Plotted By: BJA at 3:47pm 7/14/2020 Layout: C4.0 WATER AND SEWER MAP File Name: K:\RAL_LDEV\015600020_rtlp-hillsborough\planning docs\V5.rvt
Reference Files: Xrefs: site_detailed.dwg, site_detailed_xrefs.dwg, site_detailed_xrefs_1.dwg, site_detailed_xrefs_2.dwg, site_detailed_xrefs_3.dwg, site_detailed_xrefs_4.dwg, site_detailed_xrefs_5.dwg, site_detailed_xrefs_6.dwg, site_detailed_xrefs_7.dwg, site_detailed_xrefs_8.dwg, site_detailed_xrefs_9.dwg, site_detailed_xrefs_10.dwg, site_detailed_xrefs_11.dwg, site_detailed_xrefs_12.dwg, site_detailed_xrefs_13.dwg, site_detailed_xrefs_14.dwg, site_detailed_xrefs_15.dwg, site_detailed_xrefs_16.dwg, site_detailed_xrefs_17.dwg, site_detailed_xrefs_18.dwg, site_detailed_xrefs_19.dwg, site_detailed_xrefs_20.dwg, site_detailed_xrefs_21.dwg, site_detailed_xrefs_22.dwg, site_detailed_xrefs_23.dwg, site_detailed_xrefs_24.dwg, site_detailed_xrefs_25.dwg, site_detailed_xrefs_26.dwg, site_detailed_xrefs_27.dwg, site_detailed_xrefs_28.dwg, site_detailed_xrefs_29.dwg, site_detailed_xrefs_30.dwg, site_detailed_xrefs_31.dwg, site_detailed_xrefs_32.dwg, site_detailed_xrefs_33.dwg, site_detailed_xrefs_34.dwg, site_detailed_xrefs_35.dwg, site_detailed_xrefs_36.dwg, site_detailed_xrefs_37.dwg, site_detailed_xrefs_38.dwg, site_detailed_xrefs_39.dwg, site_detailed_xrefs_40.dwg,



Kimley»Horn

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WWW.KIMLEY-HORN.COM
NC-0102

No.	REVISIONS	DATE	BY

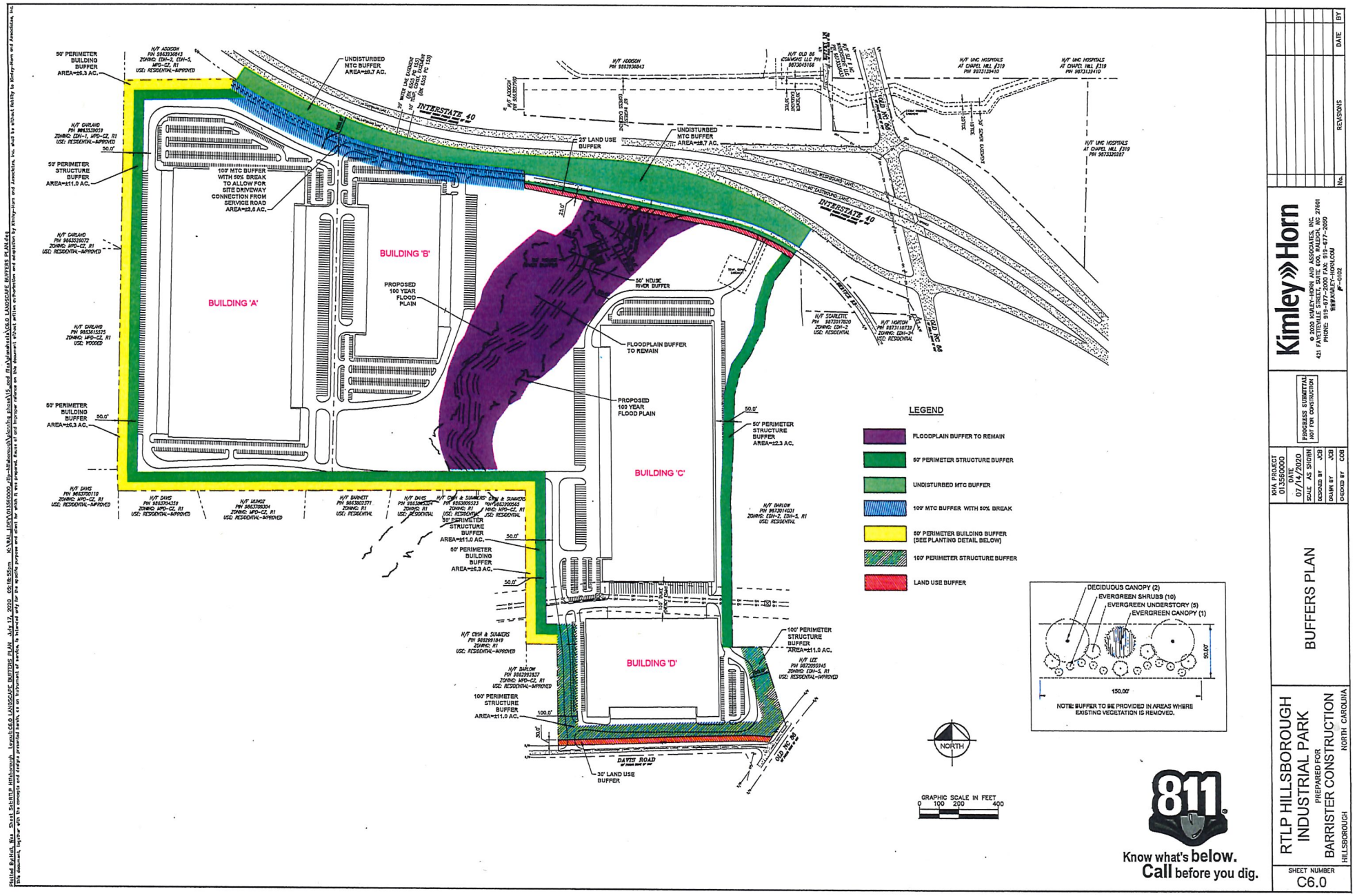
PROGRESS SUBMITTAL
NOT FOR CONSTRUCTION

KHA PROJECT 013560000
DATE 07/14/2020
SCALE AS SHOWN
DESIGNED BY JCB
DRAWN BY JCB
CHECKED BY CDB

INTERNAL ROADWAYS MAP

RTLP HILLSBOROUGH INDUSTRIAL PARK
PREPARED FOR
BARRISTER CONSTRUCTION
HILLSBOROUGH NORTH CAROLINA

SHEET NUMBER
C5.0



BUILDING 'A'
BUILDING 'B'
BUILDING 'C'
BUILDING 'D'
INTERSTATE 40
50' PERIMETER BUILDING BUFFER AREA=±6.3 AC.
50' PERIMETER STRUCTURE BUFFER AREA=±11.0 AC.
UNDISTURBED MTC BUFFER AREA=±8.7 AC.
100' MTC BUFFER WITH 50% BREAK TO ALLOW FOR SITE DRIVEWAY CONNECTION FROM SERVICE ROAD AREA=±3.6 AC.
25' LAND USE BUFFER
PROPOSED 100 YEAR FLOOD PLAIN
50' NEUSE RIVER BUFFER
FLOODPLAIN BUFFER TO REMAIN
50' PERIMETER STRUCTURE BUFFER AREA=±2.3 AC.
100' PERIMETER STRUCTURE BUFFER AREA=±11.0 AC.
30' LAND USE BUFFER
DAVIS ROAD
LEGEND
FLOODPLAIN BUFFER TO REMAIN
50' PERIMETER STRUCTURE BUFFER
UNDISTURBED MTC BUFFER
100' MTC BUFFER WITH 50% BREAK
50' PERIMETER BUILDING BUFFER (SEE PLANTING DETAIL BELOW)
100' PERIMETER STRUCTURE BUFFER
LAND USE BUFFER
DECIDUOUS CANOPY (2)
EVERGREEN SHRUBS (10)
EVERGREEN UNDERSTORY (5)
EVERGREEN CANOPY (1)
150.00'
50.00'
NOTE: BUFFER TO BE PROVIDED IN AREAS WHERE EXISTING VEGETATION IS REMOVED.
NORTH
GRAPHIC SCALE IN FEET
0 100 200 400
811
Know what's below. Call before you dig.
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F-0102
PROGRESS SUBMITTAL NOT FOR CONSTRUCTION
KHA PROJECT 013560000
DATE 07/14/2020
SCALE AS SHOWN
DESIGNED BY JCB
DRAWN BY JCB
CHECKED BY COB
BUFFERS PLAN
RTLP HILLSBOROUGH INDUSTRIAL PARK
PREPARED FOR BARRISTER CONSTRUCTION
HILLSBOROUGH NORTH CAROLINA
SHEET NUMBER C6.0
No. REVISIONS DATE BY

NOTICE OF PUBLIC HEARING
ORANGE COUNTY BOARD OF COMMISSIONERS

The Orange County Board of Commissioners will hold public hearings on Tuesday, September 15, 2020 at 7:00 PM for the purpose of giving all interested residents an opportunity to speak for or against the items below. Due to current public health concerns, the hearings will be held on-line and pre-registration is required.

The meeting will be live streamed at the following web address for those who wish to only view the meeting: www.orangecountync.gov/967/Meeting-Videos

To register to speak at the public hearing, please send an email to ocpubliccomment@orangecountync.gov no later than 3:00 PM on the day of the hearing and indicate you wish to speak during the hearing.

When submitting the request to speak, include the following:

- The date of the meeting
- The number and title of the agenda item (from the list below) you wish to speak on
- Your name, address, email and phone number
- The phone number must be the number you plan to call in from if participating by phone

After registering to speak, an email that contains instructions and a link to sign up to access the hearing will be sent to the email address used to register.

If you do not have access to an internet-enabled computer and would like to phone in to access the hearing, please call the office of the Clerk to the Board after September 9, 2020 at 919-245-2130 and a staff member will provide you with the call-in number.

Public Hearing Items:

1. **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):** In accordance with the provisions of Section 2.3 *Comprehensive Plan Amendments* of the Unified Development Ordinance, the Planning Director has initiated amendments to the Central Orange Coordinated Area (COCA) Land Use Plan and to the Orange County Comprehensive Plan Future Land Use Map (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. The affected parcels are as follows:

Parcel Identification Number (PIN)	Entire or Partial Parcel to be Changed?	Acreage Proposed to be Changed	FLUM only or "Both" COCA and FLUM
9862998894	Partial	11.69	Both
9872087570	Partial	0.03	Both
9872095945	Partial	1.64	Both
9872098324	Partial	7.45	Both
9872183072	Partial	0.02	Both
9872187626	Partial	7.98	Both
9872188329	Partial	1.87	Both
9872191961	Entire	1.18	Both
9872193459	Entire	10.23	Both
9872196844	Entire	3.26	Both
9872198336	Entire	10.44	Both
9872286360	Partial	0.04	Both
9872286779	Partial	0.59	Both
9872292222	Entire	10.18	Both
9872298289	Partial	7.99	Both
9873007189	Entire	1.06	FLUM only
9873008345	Entire	2.71	FLUM only
9873104230	Entire	4.45	Both
9873104310	Partial	0.72	FLUM only
9873108103	Entire	3.51	Both

The Orange County Planning Board, at its August 5, 2020 regular meeting, voted 6-4 to recommend approval of the proposed amendments. Clarification of the motion voted upon was deemed necessary and the Planning Board considered a clarified motion at its special meeting on August 19, 2020 when the board voted 6-4 to recommend approval of the amendments. Agenda materials from these meetings can be viewed at: http://orangecountync.gov/AgendaCenter/Planning-Board-26

2. **Zoning Atlas Amendment**: In accordance with the provisions of Section 2.8 *Zoning Atlas and Unified Development Ordinance Amendments*, the Planning Director has initiated action to rezone 8 parcels totaling 45.96 acres.

   A. Six parcels (identified with the following PINs: 9873-11-4636, 9873-11-7506, 9873-11-5415, 9873-11-9450, 9873-11-7247, and 9873-10-7937):

      From: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point and Major Transportation Corridor (MTC) Overlay District.

      To: Economic Development Hillsborough Limited Office (EDH-2) and Major Transportation Corridor (MTC) Overlay District.

   B. One parcel (PIN 9873-10-4310):

      From: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point, Major Transportation Corridor (MTC) Overlay District, Rural Residential (R-1).

To: Economic Development Hillsborough Limited Office (EDH-2), Major Transportation Corridor (MTC) Overlay District, Rural Residential (R-1).

C. One parcel (PIN 9873-20-2388):

FROM: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point and Major Transportation Corridor (MTC) Overlay District.

TO: Economic Development Hillsborough Office/Retail (EDH-4) and Major Transportation Corridor (MTC) Overlay District.

The parcels are located in Hillsborough Township, south of Interstate 40 and east of Old Highway 86.

The purpose of the rezoning is to return these 8 properties back to their original zoning designation in place prior to the approval of the MPD-CZ for Settlers Point. If approved, development of these properties will be regulated consistent with the provisions of the Unified Development Ordinance (UDO) rather than the various conditions associated with the approval of the MPD-CZ for Settlers Point.

The Orange County Planning Board, at its August 5, 2020 regular meeting, voted 10-0 to recommend approval of the proposed amendment. Agenda materials for this meeting, including maps, can be viewed at: http://orangecountync.gov/AgendaCenter/ViewFile/Agenda/_08052020-1013

3. **Zoning Atlas Amendment (Master Plan Development Application – Research Triangle Logistical Park) :** In accordance with the provisions of Section 2.8 *Zoning Atlas and Unified Development Ordinance Amendments* of the Unified Development Ordinance, an applicant has applied to rezone 3 parcels, totaling approximately 180 acres, for a Master Planned Development – Conditional Zoning (MPD-CZ) for Research Triangle Logistical Park in the Hillsborough Economic Development District (EDD) south of Interstate 40 and west of Old Highway 86, within Hillsborough Township. The parcels are currently zoned:

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

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

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

Note: The portion of the parcel north of the Interstate is not proposed to be rezoned.

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

Note: The small portion of this parcel zoned RB, approximately 26,000 square feet in area along Davis Road, is not proposed to be rezoned. It will remain zoned RB.

The Orange County Planning Board began review of this application at its August 5, 2020 regular meeting and continued review at a special meeting on August 19, 2020. At the August 19 special meeting, the Planning Board voted 6-4 to recommend approval of the application. Agenda materials from these meetings can be viewed at: http://orangecountync.gov/AgendaCenter/Planning-Board-26

Substantial changes in items presented at the public hearing may be made following the receipt of comments made at the public hearing. In accordance with Session Law 2020-3 (Senate Bill 704), Section 4.31(a), which pertains to remote meetings during declared emergencies, written comments on items heard at a public hearing are accepted for 24 hours after the public hearing is closed and the Board of County Commissioners shall not make a decision on public hearing items until after the 24-hour period for written comments has concluded.

The full text of the public hearing items may be obtained no later than September 11, 2020 on the County's website:
https://www.orangecountync.gov/1707/BOCC-Agendas
Information will also be available from the Orange County Planning Department (contact information below) no later than September 4, 2020.

Questions regarding the proposals may be directed to the Orange County Planning Department via phone at (919) 245-2575 during normal office hours (8:00 a.m. to 5:00 p.m., Monday through Friday). You may also e-mail questions to planningdept@orangecountync.gov. Written comments to the Board of County Commissioners can be sent via e-mail to ocbocc@orangecountync.gov. Written comments can also be dropped off at the Planning Department offices at 131 W. Margaret Lane, 2nd floor, Hillsborough, NC during normal office hours or mailed to the Planning Department at P.O. Box 8181, Hillsborough, NC 27278.

PUBLISH:	The Herald Sun	News of Orange
	September 2, 2020	September 2, 2020
	September 9, 2020	September 9, 2020

Attachment 10

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 BOCC 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 the 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:

        - Land Use Overarching Goal: Coordination of the amount, location, pattern and designation of future land uses, with availability of County services and facilities sufficient to meet the needs of

Orange County's population and economy consistent with other Comprehensive Plan element goals and objectives.

The County and Town of Hillsborough have engaged in numerous studies/joint planning efforts over the last 20 years identifying area viable for the extension of utilities (i.e. water and sewer) in support of high intensity residential and non-residential land uses.

In 2017, these efforts led to the adoption of the *Town of Hillsborough and Orange County Central Orange Coordinated Area (COCA) Land Use Plan*.

This plan indicates the area in question is intended to support '*Employment*' and '*Suburban Office Complex*' land use categories, specifically areas that are best suited to allow for the development of light industrial/manufacturing, office, research/development, and service/warehousing operations.

The requested rezoning will allow development consistent with the overall spirit and intent of the adopted Comprehensive Plan as well as applicable joint planning efforts completed by the County and the Town.

- 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 Board of County Commissioners hereby adopts this Statement of Consistency and findings expressed herein.

_____ _____

Penny Rich, Chair Date

Attachment 11

September 15, 2020 – INITIAL DRAFT CONDITIONS FOR THE RESEARCH TRIANGLE LOGISTICS PARK (RTLP) MASTER PLAN DEVELOPMENT CONDITIONAL ZONING (MPD-CZ) DISTRICT AS REVIEWED/RECOMMENDED BY THE ORANGE COUNTY PLANNING BOARD.

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;

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). This portion of the property will remain zoned EDH-2 and shall be developed consistent with that general use zoning designation.

3. Major Transportation Corridor (MTC) Overlay District.

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).

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. 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. Signage shall be placed directing vehicles to turn left onto Davis Road in order to access Interstate 40/85;

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. Any and all internal streets, sidewalks, bicycle lanes, etc. shall be designated for public access/use for employees/customers/visitors to the site;

STAFF COMMENT: Highlighted text added to address applicant concern over 'the general public' access on-site amenities intended to serve clients/customers.

i. Driveway permits, when required, shall be applied for and issued by the North Carolina Department of Transportation;

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

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

l. Any required or requested bus pullouts and/or 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. consistent with the submitted Traffic Impact Analysis (TIA) approved as part of this master concept plan. Additional floor area may be developed with the submittal of a revised, updated, TIA in accordance with the provisions of the UDO.

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.

Staff requests review of the item/concern with the applicant and BOCC members in order to fashion final condition language that is mutually agreeable to all parties.

b. Height:

i. Principal structures shall abide by a height limit of 60 ft., measured from the top of the floor/slab to the roof deck of a structure;

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.

Staff requests review of the item/concern with the applicant and BOCC members in order to fashion final condition language that is mutually agreeable to all parties.

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.

         Staff requests review of the item/concern with the applicant and BOCC members in order to fashion final condition language that is mutually agreeable to all parties.

   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.

         Staff requests review of the item/concern with the applicant and BOCC members in order to fashion final condition language that is mutually agreeable to all parties.

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. Consistent with existing inter-local utility agreements between Orange County and the Town of Hillsborough, the Project has a utility allotment of 108,000 gallons a day of water/sewer service. Site plans proposing development/land uses exceeding this daily allotment shall be required to provide documentation from the Town of Hillsborough indicating there is sufficient water and sewer capacity to serve the proposed development. A lack of water and/or sewer capacity shall result in the denial of the site plan;

d. 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;

e. 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;

f. 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.

g. 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;

h. 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.

i. Identified conflicts associated with landscaping shall be resolved prior to the approval of the site plan for a given project;

j. 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 to review a projects compliance with applicable development standards including, but not necessarily limited to: land use regulations, conditions of MPD-CZ approval, applicable State fire/building codes.

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. 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.

5. 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.
6. 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. An internal architectural review committee shall be established to ensure proposed building colors strive to be harmonious and compatible with the natural surroundings and the general overall palette shall be earth tones; consistent with the standards detailed within the approved application;

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.

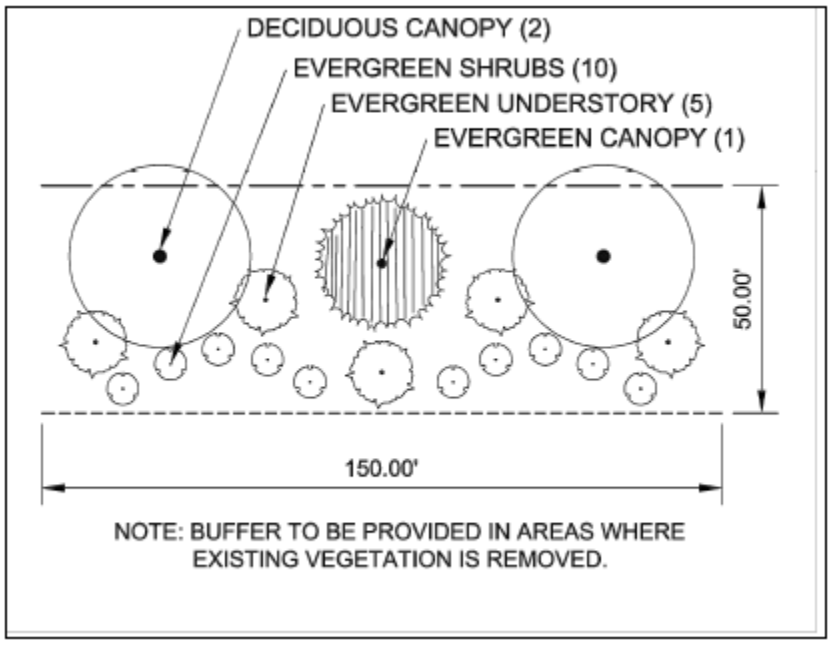
viii. Building design/construction shall not preclude incorporation of alternative energy systems such as solar panels.

STAFF COMMENT: Added to address Planning Board comment(s) from August 5 and 19, 2020 meeting(s).

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).

Staff requests review of the item/concern with the applicant and BOCC members in order to fashion final condition language that is mutually agreeable to all parties.

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.)

Staff requests review of the item/concern with the applicant and BOCC members in order to fashion final condition language that is mutually agreeable to all parties.

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.

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).

Staff requests review of the item/concern with the applicant and BOCC members in order to fashion final condition language that is mutually agreeable to all parties.

f. **Signage**:

i. Signs shall be permitted consistent with the approved sign master plan for the project;

ii. Final location/size shall be reviewed/approved by staff as part of a site plan submitted in accordance with Section 2.5 of the UDO and the conditions contained herein.

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.

Staff requests review of the item/concern with the applicant and BOCC members in order to fashion final condition language that is mutually agreeable to all parties.

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) and were permitted under the current MPD-CZ (Settlers Point).

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. Manufactured or modular housing sales.
   xv. 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;
v. Petroleum and Coal Processing, Preparation, and Distribution including but not limited to Asphalt Plants;
vi. Pulp, Paper, and Paperboard Mills;
vii. Sawmills;
viii. Mining;
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 and 19, 2020 meeting.

ORANGE COUNTY
NORTH CAROLINA

Research Triangle Logistics Park (RTLP)
Frequently Asked Questions

September 2020

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Introduction

Orange County staff prepared this document in response to residents' questions and comments regarding the proposed Research Triangle Logistics Park (RTLP) Master Plan Development Conditional Zoning (MPD-CZ) District application. With this document, staff aims to answer the most commonly asked questions, provide regulatory information, and address misconceptions.

This document was a combined effort of the Orange County Planning and Inspections Department and the Orange County Economic Development Department.

Orange County Planning staff does not, and may not, advocate for or against the proposal. Rather, Planning staff's role is to review the proposal and determine if it complies with the County's Unified Development Ordinance and related plans. The Planning Department prepared Sections 1-7 of the RTLP FAQ.

Economic Development staff's role is to recruit, retain, and promote economic development in Orange County, and the department has provided data and detailed responses to that effect. The Economic Development Department prepared Section 8 of the RTLP FAQ.

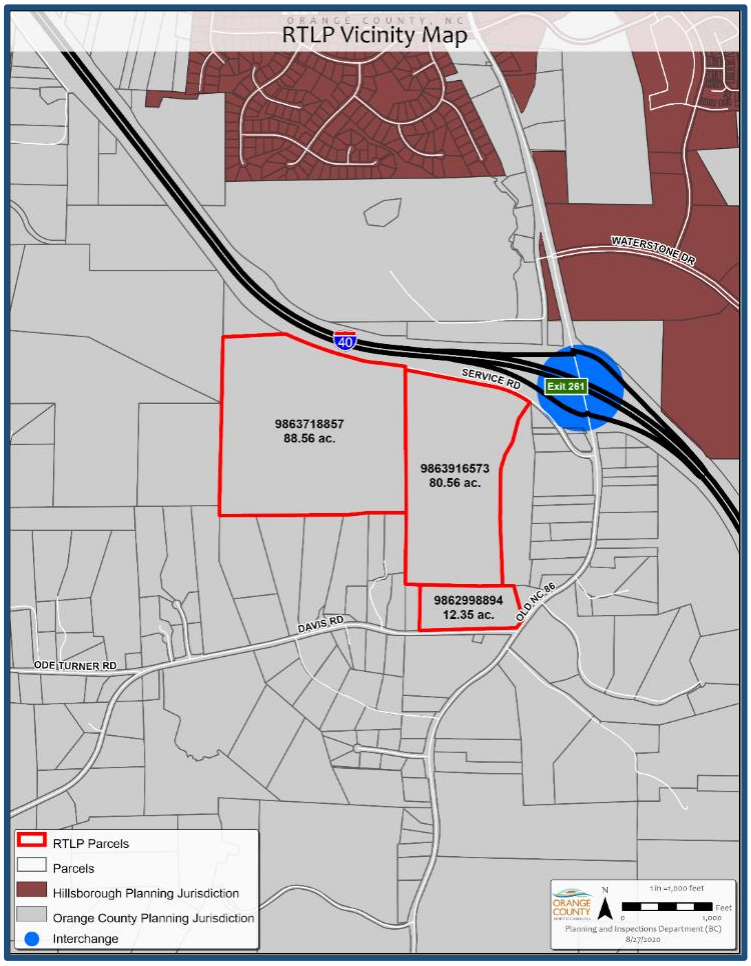
Staff hopes that residents and the BOCC will find this document useful.

Sections 1 to 7 of the RTLP FAQ prepared by: Orange County Planning and Inspections Department

1. Background – Land Use and Zoning

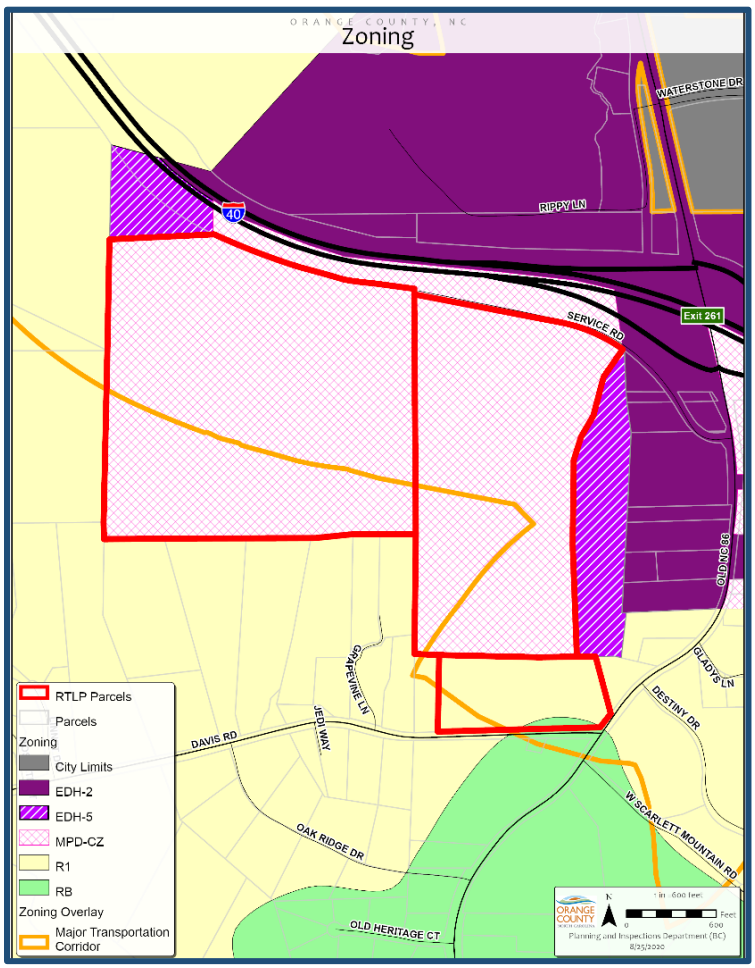
1.1 Where is the proposed Research Triangle Logistics Park (RTLP) site located?

The proposed RTLP project site is located in Orange County's planning jurisdiction, outside the town limits of Hillsborough. The proposed RTLP site is located south of Interstate 40 and west of Old NC 86.



1.2 Are there any existing buildings or uses on the site? Are residents who currently reside in this area being displaced?

No. RTLP is proposed on three parcels totaling 161 acres. Currently, these parcels are undeveloped and do not contain any uses or structures. No structures will be deconstructed and no residents will be displaced as a result of the proposed RTLP project.

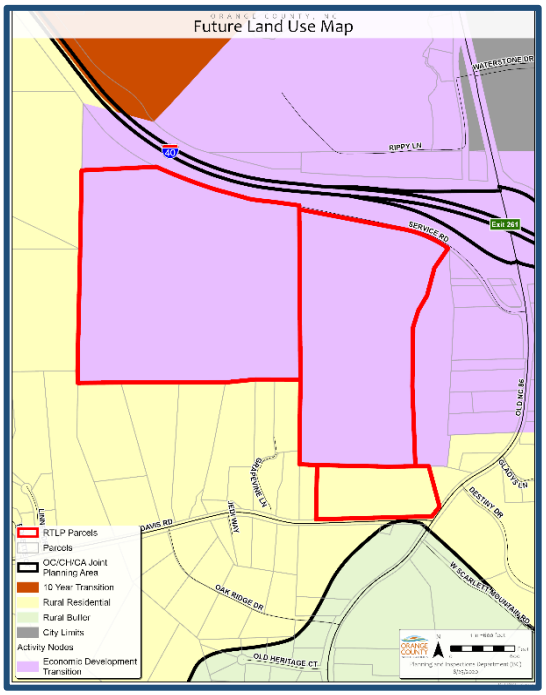


1.3 Is the proposed RTLP project located within the Rural Buffer?

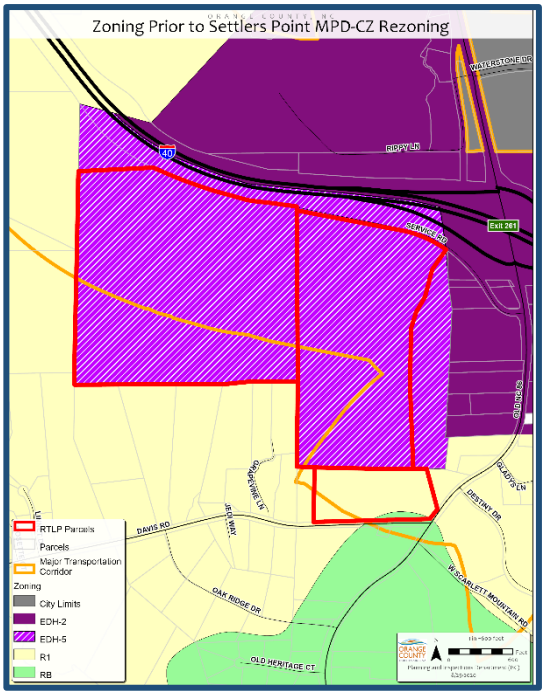
No. The majority of the site identified for the proposed RTLP project is not located within the Rural Buffer. A small portion of the southeast corner of the site (totaling 26,000 square feet), which follows the Jordan Lake Unprotected Watershed, is classified as Rural Buffer and will remain as Rural Buffer as part of the project's proposed open space (as a recommended condition of approval).

1.4 Was this area consistently planned for economic development and relevant land use types?

Yes. The proposed project is located within the Hillsborough Economic Development District (EDD), which was identified for economic development purposes in the 1981 Orange County Land Use Plan and reinforced in the 2030 Comprehensive Plan (adopted in 2008). Based on the 2030 Comprehensive Plan and Future Land Use Map, approximately 150 acres of the site are classified as Economic Development Transition Activity Node. This is defined as areas of the County which have been specifically targeted for economic development activity consisting of light industrial, distribution, office, service/retail uses, and flex space (typically one story buildings designed, constructed, and marketed as suitable for use as offices, but able to accommodate other uses such as a warehouse, showroom, manufacturing assembly, or similar operations). Such areas are located adjacent to interstate and major arterial highways and subject to special design criteria and performance standards.



Prior to the approval of the Settlers Point Master Plan Development – Conditional Zoning (MPD-CZ) District application in January 2018, the majority of this area was zoned as EDH-5, Economic Development Hillsborough Research and Manufacturing. The purpose of the Economic Development Hillsborough Research and Manufacturing (EDH-5) District is to provide locations for a wide range of research, assembling, fabricating and light manufacturing activities, and such ancillary industrial activities as warehousing and distribution in the designated Hillsborough Economic Development District Area.



1.5 What efforts have been made to develop this area for economic development?

For decades, Orange County has been diligently working towards developing this site and other immediate areas for economic development purposes. The selection of this area was to support the development of properties located along key transportation corridors, including highway corridors, near urban areas for commercial or industrial development, and access to public water and sewer service. This area of the County has been designated an Economic Development District (EDD), but unfortunately has not seen the development originally envisioned at this time due to past delays in constructing water and sewer infrastructure in order to support development. However, Orange County, in partnership with the Town of Hillsborough, have continued efforts to support economic development in this area as intended. Significant milestones illustrating these efforts over the last three decades include:

- Designation as Commercial Industrial Transition Activity Node (CITAN) in the 1981 Orange County Land Use Plan.
- Creation of the Economic Development Districts (EDDs) in 1994.
- Continued designation as Economic Development Transition Activity Node in the 2030 Comprehensive Plan, which was adopted in 2008.

- The approved Article 46 ¼ Cent County Sales and Use Tax, effective in April 2012, which allocates 50% of Article 46 funds to Orange County Economic Development District (EDD) initiatives including infrastructure improvements in the Hillsborough EDD area.
- The adoption of the Interlocal Agreement between Orange County and the Town of Hillsborough for construction and operation of water and sewer facilities in the Hillsborough EDD in September 2017.
- Submittal of a Golden Leaf grant application for the funding of construction of sewer facilities in the Hillsborough EDD, including the proposed RTLP project site, in October 2017.
- Proposed Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan and Orange County Future Land Us Plan Map (FLUM) amendments in order to expand the Hillsborough Economic Development area adopted by the Hillsborough Town Board on March 26, 2018 and being presented to the Orange County Board of Commissioners on September 15, 2020.
- Ongoing funding and construction of water and gravity sewer lines in the Hillsborough EDD area.

1.6 Are the proposed Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan and Orange County Future Land Use Map (FLUM) amendments related to the proposed RTLP project?

No. Though not directly related to the proposed RTLP project, approximately 12-acres of the proposed RTLP are located in the amendment area. At the August 5, 2020 Planning Board meeting, staff reviewed the Future Land Use Map amendment package with the Board. The recommendation made to the BOCC was to approve the change. This change will implement the joint land use plan amendment adopted by the Hillsborough Town Board on March 26, 2018 and create consistency through the County's FLUM amendment.

- Support for the Future Land Use Map amendment would result in conclusion of the process initiated in 2017 and expansion of the Hillsborough EDD consistent with the Town's approved amendment to the COCA land use plan (a.k.a. Joint Land Use Plan).
- Rejection of the Future Land Use Map amendment will result in some inconsistency between the actions of the Town of Hillsborough and Orange County to expand the Town's Urban Services Boundary for public water and sewer and prescribed future land uses.

Additional information regarding these amendments can be found at the following links:

- Comprehensive Plan Future Land Use Map Amendments https://www.orangecountync.gov/DocumentCenter/View/11887/Website-Info---Fact-Sheet---Hillsb-EDD-Expansion---COCA-and-FLUM-Amends?bidId=
- Zoning Atlas Amendments https://www.orangecountync.gov/DocumentCenter/View/11888/Website-Info---Fact-Sheet---Zoning-Atlas-Amendments?bidId=

2. Proposed Research Triangle Logistics Park (RTLP) Review Process

2.1 What did the planning review process for the proposed RTLP Master Plan Development Conditional Zoning (MPD-CZ) entail?

The proposed rezoning request followed the Master Plan Development - Conditional Zoning (MPD-CZ) review process as outlined in Section 2.9.2, Conditional Zoning District (CZD) of the Orange County Unified Development Ordinance. Specific stages of the review process are detailed below:

- The applicant had four pre-submittal meetings with Planning staff between January and March 2020. The first pre-submittal meeting was on January 8, 2020.
- Planning staff formally accepted the application for processing on June 15, 2020 after reviewing it for completeness and processing the required fees. The Development Advisory Committee (DAC) reviewed this proposal on June 18, July 2, and July 16. The committee is made of representatives from several regulatory agencies, including Planning, Erosion Control and Stormwater, the Fire

Marshal, and NC DOT. On June 30, 2020, Planning staff sent a detailed letter to the applicant requesting required revisions.

- The Planning Board held two meetings in August related to this case.
  - August 5, 2020 –The proposed RTLP rezoning application was presented to and reviewed by the Board, but not voted on. The meeting was continued to August 19.
  - August 19, 2020 – The Planning Board held a special meeting to continue review and deliberation on the proposed RTLP rezoning application. After public comment and deliberation, the Planning Board recommended approval in a 6-4 vote.
- The rezoning application is scheduled for public hearing at the September 15, 2020 Orange County Board of Commissioners Business Meeting. In accordance with Session Law 2020-3 (Senate Bill 704), Section 4.31(a), which pertains to remote meetings during declared emergencies, written comments on items heard at a public hearing are accepted for 24 hours after the public hearing is closed and the Board of County Commissioners shall not make a decision on public hearing items until after the 24-hour period for written comments has concluded.

2.2 Are the specific tenants, businesses, or companies associated with the proposed RTLP project available? If not, why?

No. Information pertaining to specific tenants, businesses, or companies related to this project are not available or required. Furthermore, it is unlawful for the County to require this information or make a decision based on the specific tenants, businesses, or companies.

The applicant is obligated to identify land uses they are intending to seek approval from the County to develop within the project. They are not obligated or required to provide a site-specific development plan identifying the actual tenants or companies for approval. The MPD-CZ process essentially allows the County to create a new zoning district with mandatory development standards and criteria governing actual development activities. Through this process the County does have the ability to offer comment and/or make conditions on proposed land use categories (i.e. manufacturing land uses, research land uses, professional office land uses, etc.), but does not have the ability to compel applicant's identify specific clients. If there is a concern over a particular activity, the BOCC can impose conditions to address.

2.3 If the rezoning request is approved by the Orange County Board of Commissioners, what will be the next steps in the process?

If approved, this application will rezone the parcels to a Master Plan Development - Conditional Zoning (MPD-CZ) District. A MPD-CZ is a unique zoning district with its own development conditions specific to the project and the site. The applicant and the BOCC must discuss and mutually agree to development conditions at the public hearing. In order to develop the project, the applicant must comply with those conditions.

Rezoning applications, like this application for RTLP, deal with zoning and land use. Development permitting is handled separately. If the RTLP rezoning is approved, the applicant will still have to apply for development permits, including a site plan, stormwater management plan, building permits, etc. Staff will review those applications administratively. All development plans must comply with the Unified Development Ordinance.

2.4 What happens to the existing MPD-CZ previously approved for Settlers Point?

The existing Settlers Point MPD-CZ was approved by the County in January 2018. As staff understands it, the original applicant was unable to move the MPD-CZ for Settlers Point forward (i.e. initiate development activity) until utilities were extended. Extension of utilities, unfortunately, has been delayed. The current applicant is seeking to modify what was originally approved back in 2018 and has

indicated a willingness to take a lead in extending the necessary utilities to serve the project consistent with County and Town agreements. Their request, however, only involves two of the parcels that were part of the MPD-CZ for Settlers Point as approved by the County in 2018.

The request currently under review does not involve the eight parcels east of Old NC Highway 86 zoned MPD-CZ (i.e. District 2 of Settlers Point). Staff has assumed responsibility for addressing the zoning of these parcels. This proposal was reviewed at the Planning Board's August 5, 2020 meeting where the Board voted unanimously to recommend approval to the Board of County Commissioners (BOCC).

If the current MPD-CZ application (i.e. RTLP) is not approved, development can move forward consistent with the existing MPD-CZ (i.e. Settlers Point). If the current application under review is approved, the previous proposal approved in 2018 (i.e. the Settlers Point MPD-CZ) is simply rescinded.

2.5 How does the RTLP project compare with the previously approved Settlers Point MPD-CZ?

The following chart compares and contrasts the proposed RTLP MPD-CZ with the Settlers Point MPD-CZ, approved in January 2018. In addition, the chart compares the Settlers Point MPD-CZ and the proposed RTLP MPD-CZ with the initial zoning of the site, Economic Development Hillsborough Research and Manufacturing (EDH-5) District.

	Settlers Point (Approved)	RTLP (Proposed)	EDH-5 Zoning
Project Size	195 acres (8,494,200 sq. ft.) as follows: - District 1: 149 acres (+/-) - District 2: 46 acres (+/-)	161 acres (7,013,160 sq. ft.) of property	N/A
Floor Area Ratio (FAR) – the maximum floor area permitted for each square foot of land area	- District 1: 1,248,000 sq. ft. of building area – roughly 8,375 sq. ft. of floor area per acre - District 2: 261,800 sq. ft. of building area – roughly 5,700 sq. ft. of floor area per acre	2,250,000 sq. ft. of building area proposed – roughly 14,000 sq. ft. of floor area per acre	0.65 or 28,314 sq. ft. of floor area per acre of property
Minimum Required Open Space	81.6 acres (30% of project) [1]	41 acres (25% of project)	Minimum Open Space Ratio of 0.40 or 17,424 sq. ft. of open space area per acre of property[2]
Minimum Required Pedestrian/Landscape Ratio	Pedestrian paths developed throughout the project – required landscaping part of open space	Pedestrian paths developed throughout the project – required landscaping part of open space	0.05 or 2,178 sq. ft. of pedestrian access and/or landscaped area per acre of property
Maximum Allowable Height	60 ft. 1[1]	60 ft.	40 ft. (additional height allowed with increased front and side yard setbacks – up to 60 ft.)
Stormwater	Project approval indicated compliance with applicable County standards detailed in Section 6.14 of the UDO. This would include compliance with nutrient reduction standards	Applicant indicates Project will comply with applicably County standards detailed in Section 6.14 of the UDO. This would include compliance with nutrient reduction standards	Compliance with UDO required

		Settlers Point (Approved)	RTLP (Proposed)	EDH-5 Zoning
Erosion Control		County standards (Section 6.15)	County standards (Section 6.15)	Compliance with UDO required
Setbacks (structures)	**Perimeter (external to project)**	100 ft. (non EDD zoned property)	100 ft. building setback and 50 ft. parking lot/access road setback (western/southern property line) 50 ft. setback (eastern property line)	N/A[3]
Setbacks	**External Road**	50 ft.	25 ft. (Service Drive) 100 ft. (Davis Road)	N/A
	Front	25 ft. (internal roads)	Not specified	50 ft.
	Side	25 ft.	Not specified	20 ft.
	Rear	25 ft.	Not specified	40 ft.
Land Use Buffers		- 100 ft. perimeter buffer - 50 ft. buffer along Old NC Highway 86 - 25 ft. buffer along Service Road - 30% of a buildings perimeter shall be landscaped	- 50 ft. buffer along western and southern property lines - 25 ft. buffer along eastern property line - 25 ft. buffer along Service Road and Davis Road - 20% of a buildings perimeter shall be landscaped	-100 ft. perimeter buffer for adjacent properties not zoned EDD -Buffers based on land use, range from 20 ft. to 100 ft. (Interstate Highway – MTC buffer)
Parking		Overall parking standard: 1 space for every 300 sq. ft. of building area	Overall parking standard: 1 space per 750 sq. ft. of office space and 1 space per 3,000 sq. ft. of additional indoor area	Parking based on land use – range would require: - Retail and Office: 1 space for every 200 sq. ft. gross floor area; - Manufacturing: 1 space per employee on largest shift; - Delivery Service: 1 space for every employee on max shift plus 1 space per 800 sq. ft. of gross floor area
Major Transportation Corridor (MTC) Overlay District (requires 100 ft. buffer along the Interstate)		Project would comply with Section 6.6.4 (A) (5), which allows for a 50% break in the required buffer along the Interstate frontage	Applicant indicates project will comply with Section 6.6.4 (A) (5), which allows for a 50% break in the required buffer along the Interstate frontage	A break in the MTC buffer is permitted consistent with Section 6.6.4 (A) (5) of the UDO

1: This included property east of Old NC Highway 86 in what was District 2. 2: Per the Article 10 *Definitions* of the UDO, the open space ration area includes: *parking and vehicular access areas and it can also include balconies, and roofs improved for recreation* 3: Per Section 6.8.12 (C) of the UDO, a 100 ft. vegetative buffer is required to be provided at the boundary of all Economic Development Districts (EDDs).

3. Public Participation

3.1 Was the public notified and included in the review process for the proposed RTLP MPD-CZ?

Yes. Throughout the planning review process, Orange County residents have been included and welcomed to voice their concerns and provide comments. Public notifications were provided as required by State Law and the Orange County Unified Development Ordinance. The table below details public notification and participation throughout the process. In addition, the third column in green illustrates Orange County requirements for rezoning requests which exceed State law requirements. Throughout the process Orange County staff has operated transparently and communicated with residents via email and phone.

Public Notification Requirements for Rezoning Applications: RTLP			
	State Requirements (NC GS 153A-343)	**Orange County Requirements** (Unified Development Ordinance)	**RTLP Project**
Neighborhood Information Meeting (NIM)	- Not a required process - A Neighborhood Information Meeting doesn't involve a public body, so notice requirements under the Open Meetings law do not apply.	- Required per UDO Sec. 2.9.2 (D) - Applicant must mail notices to each property owner within 1,000 ft. of the subject property - Notice must include date and time of NIM - Notice must be mailed at least 14 days prior to NIM - Applicant must post a sign on the subject property at least 10 days prior to NIM	- On June 30, 2020, the applicant mailed out meeting notices to property owners within 1,000 ft. of the RTLP parcels. - On June 30, 2020, Planning staff posted meeting notice signs on the subject parcels. The signs included specific project details in keeping with a previous request from the BOCC regarding notification signs. - On July 15, 2020, the applicant hosted a virtual Neighborhood Information Meeting.
Planning Board Review	- State law does not require the Planning Board to receive public comments. - Notification of any meeting of the Planning Board for business must follow NC GS § 143-318.12, *Public Notice of Official Meetings*. -The statute does not require sending meeting notices to individual property owners. - The County must keep the Board's regular meeting schedule on file with the Clerk to the BOCC and on the website. If the Board is to hold an official meeting at a different time or place than previously scheduled, public notice is required.	- Public comment accepted per UDO Sec. 2.8.8 (A). - Same notification requirements as for the public hearing per UDO Sec. 2.8.7. See below.	- The Planning Board held two meetings (August 5th and August 19th). - Meeting notices were mailed on July 20th and the notification sign was posted on July 24th. - The Planning Board announced in open session at the August 5th meeting that the meeting would continue on August 19th at 7 pm. As such, re-advertising was not required per NC GS § 143-318.12 (b) (1). - All public comments provided to Orange County Planning staff prior to commencement of the August 19 meeting were compiled and made available to the Planning Board.
BOCC Hearing	- The following notifications must occur between 10-25 days before the hearing. - Mail hearing notices via first class mail to abutting property owners. - Post a hearing notice sign on the subject parcels.	- The following notifications must occur between 10-25 days before the hearing: - Mail notices via first class mail to property owners within 1,000 ft. of the proposed rezoning and via certified mail to the owner of the subject property.	- This FAQ document was produced before public hearing notices were due to be mailed. Staff will follow the regulations consistent with the UDO and State law.

	- Publish an ad in a local newspaper of general circulation. The ad must run twice (once a week for two consecutive weeks). - The Board may limit the maximum time allotted to each speaker (NC GS § 153A-52). - The hearing must occur during a properly noticed meeting of the BOCC. - The County must keep the Board's regular meeting schedule on file with the Clerk to the BOCC and on the website. If the Board is to hold an official meeting at a different time or place than previously scheduled, public notice is required.	- Post a hearing notice sign on the subject parcels. - Publish an ad in a local newspaper of general circulation. The ad must run twice (once a week for two consecutive weeks).	
Additional Notification Methods	- Not required	- Not required	- Staff posted the application materials on the Orange County Planning website under "Current Interest Projects" on July 9, 2020.

3.2 Why was this proposal reviewed during the COVID pandemic?

Initial discussions regarding the RTLP MPD-CZ, including a pre-submittal meeting with Orange County staff, commenced in January 2020. In mid-March 2020 the COVID pandemic began impacting Orange County. On March 13, 2020 Orange County declared a State of Emergency related to the national emergency created by the pandemic which directed all Orange County advisory boards to cease in-person meetings to reduce chances of virus transmission. On June 16, the Orange County Board of Commissioners authorized the Manager to allow a remote meeting for an advisory board when a meeting is immediately necessary to further County business and allow individual members to attend remotely at any other time.

On June 5, 2020 Terra Equity Incorporated, applicant, submitted a full application requesting to rezone three parcels west of Old NC Highway 86/south of Interstate 40 to Master Plan Development Conditional Zoning (MPD-CZ) District. Once a complete application is received, Orange County Planning staff must adhere with Sections 2.8 and 2.9.2 and proceed with the review process based on our adopted Unified Development Ordinance and public hearing schedules. Orange County Planning staff does not have the authority to reject a completed application or delay the review process. Orange County recognized from the beginning the need to operate transparently throughout this process in these unforeseen times. This included conducting a virtual Neighborhood Information Meeting, two virtual Planning Board meetings, posting signs, mailing Planning Board and Public Hearing notifications, publicizing legal ads in local newspapers, communicating with residents through email and phone, and reviewing and compiling all comments received from the public in order to provide to our Planning Board members (prior to the August 19 Planning Board meeting).

4. Transportation Planning

4.1 Will the proposed RTLP project create 200 trips per hour resulting in a tractor-trailer entering or exiting the site every 15 seconds?

No. According to the Traffic Impact Assessment (TIA), provided as a part of the development package, the total estimated daily trips to the site total 3,648 trips (table provided below).

Land Use	Size (SF)	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	Enter	Exit	Total	Enter	Exit
Warehouse (LUC 150)	2,251,200	3,648	320	247	73	326	88	238

- Vehicle counts include all vehicles entering and exiting the site including, but not limited to, workforce commuter vehicles, visitor vehicles, and commercial vehicles of varying sizes (including trucks).
- With a total of 3,648 estimated trips, it is improbable for 200 tractor trailers per hour to be entering and existing the site every hour continuously.

4.2 How much traffic is expected to be using Davis Road to enter the site?

According to the consultant's TIA Supplement from August 5, 2020, almost all commercial vehicles will enter via the Service Road on the North end of the project site, and most vehicles that enter Driveway D from Davis Road will be employees in personal vehicles.

- The TIA Supplement anticipates 24 vehicles entering Driveway D in the morning with 81 vehicles continuing westbound along Davis Road.
- The TIA Supplement also anticipates eight vehicles entering Driveway D in the afternoon with 176 vehicles continuing westbound along Davis Road.
- In the same TIA Supplement, it is acknowledged, all traffic exiting the site that intends to access I-40 from Old NC 86 will have to turn left out Driveway D onto Davis Road.

4.3 What impacts may this project have regarding vehicles per hour during peak times in the morning and afternoon?

The table below looks at peak AM and peak PM vehicle estimates for vehicles that will run the entirety of Davis Road (past the proposed Driveway D at the development). The anticipated change in traffic during peak periods is marginal.

Existing Traffic Volume on Davis Road		**2023 No Build Traffic Volumes** (RTLP site remains vacant)		**2023 Build Traffic Volumes** (RTLP site is developed)	
West Bound AM	West Bound PM	West Bound AM	West Bound PM	West Bound AM	West Bound PM
78	171	81	176	85	188
East Bound AM	East Bound PM	East Bound AM	East Bound PM	East Bound AM	East Bound PM
170	91	176	94	188	98

4.4 Does the NCDOT roadway classification for Davis Road limit access for residential uses only?

No. Davis Road (SR-1129) is a NCDOT public road that is available for public use, not a private road limited to residential traffic only. Davis Road is functionally classified as a local road with a maximum capacity of approximately 9,000 vehicles per day based on Average Annual Daily Traffic (AADT), a measure of traffic volume. Local roads are smaller branches of arterial roads and provide basic access between residential and commercial properties; they also connect with higher order arterials, including

highways. The road lane widths for Davis Road are 10 feet, the speed limit is 45 MPH, and NCDOT maintains the roadway.

4.5 Isn't Davis Road close to being over capacity?

No. Based on regional modeling and the consultant's report, Davis Road is currently under capacity and able to withstand increased traffic volume in the future. Based on regional modeling, even if the entire region were to fully develop, Davis road would not hit its 9,000 vehicles per day based on its AADT threshold.

Consultant's Assumed Growth Rate	1%
Davis Road's Current Capacity (based on 2018 AADT)	21%
Davis Road's Capacity at Build Out	27%
Davis Road's Capacity in 2045 with no improvements	39%

4.6 What is the NCDOT roadway classification for Old NC 86?

Old NC 86 (SR 1009) is an NCDOT public road that is available for public use. It is functionally classified as a minor arterial road with a maximum capacity of approximately 10,000 vehicles per day according to the Average Annual Daily Traffic (AADT), a measure of traffic volume. Minor arterial roads are roads that connect rural areas with principal arterial roads, such as highways. Minor arterial roads have lower speed limits and fewer lanes that are narrower than principal arterial roads. The road lane widths for the section of Old NC 86 near the project is 11 feet, the speed limit is 45 MPH, and NCDOT maintains the roadway. Old NC 86 (the section by the project) is a part of the North Carolina Scenic Byways program (Scots-Welch Heritage), which is honorary in nature. There is no regulatory component or preemptive development restrictions associated with this recognition.

4.7 Is Old NC 86 currently overcapacity?

No. Based on regional modeling and the consultant's report, Old NC 86 is currently under capacity and able to withstand increased traffic volume in the future. The Orange County Board of County Commissioners approved Old NC 86 for modernization in February 2019 as an Orange County priority, and the project has been submitted for the state's Strategic Prioritization of Transportation (SPOT) process. If funded, this project could increase capacity along this segment of Old NC 86 to approximately 14,000 vehicles per day based on AADT.

Consultant's Assumed Growth Rate	1%
Old NC 86's Current Capacity (based on 2018 AADT)	65%
Old NC 86's Capacity at Build Out	74%
Old NC 86's Capacity in 2045 with no improvements	93%
Old NC 86's Capacity in 2045 if SPOT improvements are made	66%

4.8 What future roadway improvements are planned for Old NC 86 and Davis Road?

According to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's Comprehensive Transportation Plan and associated maps, there is an on-road categorization of "needs improvement" along Davis Road connecting Old Turner Road to Old NC 86 for bicycle improvements. This section of roadway calls for a 4-foot paved shoulder.

- In the same Comprehensive Transportation Plan (CTP), there is an on-road categorization of "needs improvement" along Old NC 86 for a bicycle lane or consideration of an alternative multi-use path
- In the same CTP, there is an on-road categorization of "recommended" along Davis Road to Orange Grove Road for a future transit path
- According to Triangle Area Rural Planning Organization's Comprehensive Transportation Plan and associated maps, there are no scheduled bicycle facilities nor pedestrian facilities along Davis Road or Old NC 86.
- The lane width along Davis Road is 10-feet per lane (20-feet total); the right-of-way in the area is 60-feet. Looking at the current Orange County Bike Map/Brochure, neither Davis Road nor Old NC 86 are categorized as any of the four recognized/signed routes (Perimeter Route, Mountains to Sea

Trail Bike Route, E/W Route, N/S Route) nor is either roadway aligned to greenway trails, unsigned connector routes or any other indication that would currently assign these roads multi-modal responsibility.

- The *1999 Orange County Bicycle Transportation Plan* and the associate map do not assign any special categorization (such as "scenic") to Davis Road.
- Old NC 86 (the section by the project) is a part of the North Carolina Scenic Byways program (Scots-Welch Heritage), which is honorary in nature. There is no regulatory component or preemptive development restrictions associated with this recognition.
- According to the turning plan in the first TIA submission, the westbound lane on Davis Road was labeled as a shared through/right turn and the eastbound lane on Davis Road was labeled as a shared through/left turn lane. The existing 60-foot right-of-way is sufficient for the above-recommended improvements.

4.9 How does the traffic impacts compare to other land uses?

The table below shows traffic generated from different land use types for the purpose of comparison. The total number of generated vehicle trips with the facilities listed in the table is estimated to be 36,194 trips, or 992% (nearly ten times) the amount of traffic as compared to the proposed RTLP design. The warehouse-style land use that is proposed for RTLP is far less intensive from a vehicle trip standpoint.

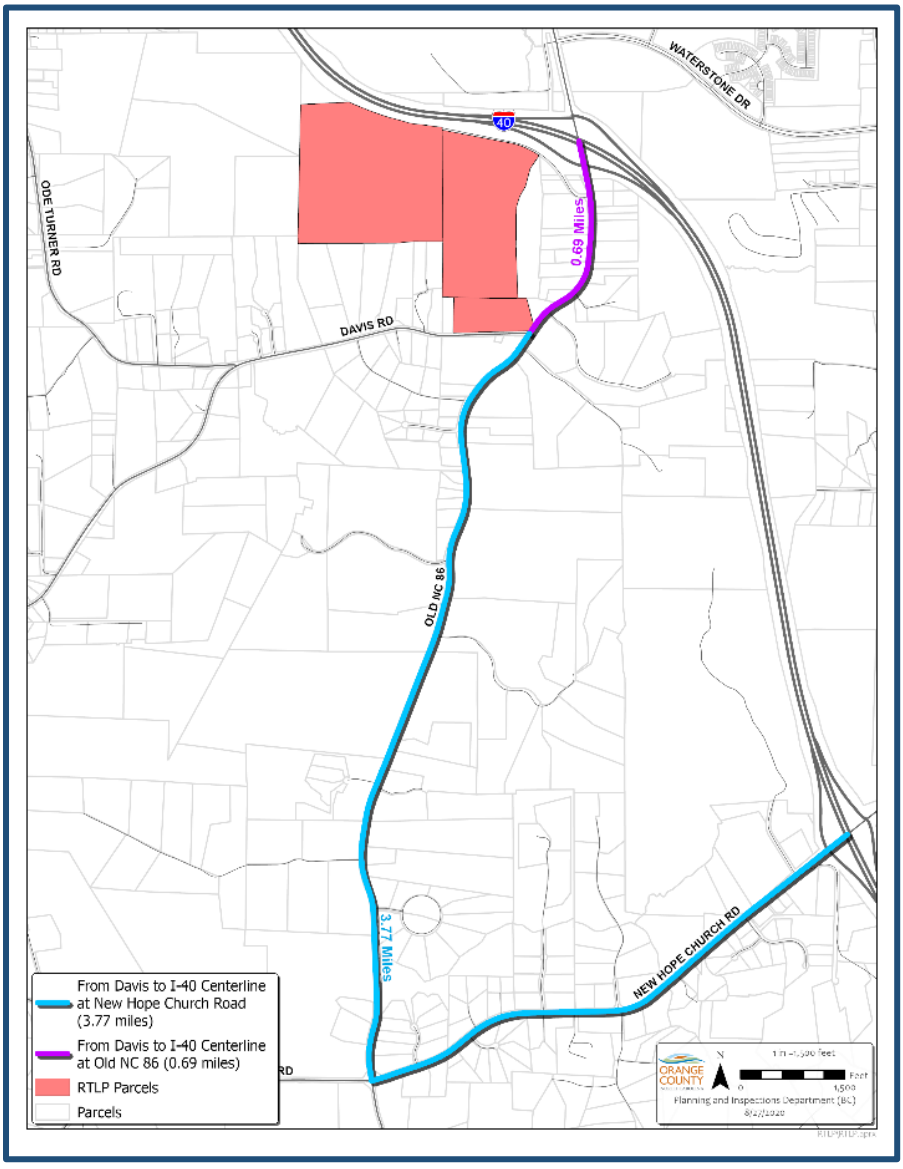
Description/ITE Code	Unit of Measure	Expected Units	Total Generated Trips			Total Distribution of Generated Trips					
			Daily	AM	PM	AM in	AM out	Pass -by	PM in	PM out	Pass -by
Discount Supermarket (854)	Sq. Feet	180,000	**16,355**	455	1,501	203	147	105	578	578	345
Supermarket (850)	Sq. Feet	49,000	**5,010**	167	465	66	41	60	152	146	167
Factory Outlet Center (823)	Sq. Feet	317,000	**8,429**	212	726	155	57	0	341	385	0
Home Improvement Superstore (862)	Sq. Feet	110,000	**3,381**	164	256	49	37	79	65	68	123
Arts & Crafts Store (879)	Sq. Feet	18,300	**1,035**	85	114	42	43	0	52	61	0
Fast Food with Drive Thru (934)	Sq. Feet	4,000	**1,984**	182	131	46	45	91	34	31	65

4.10 Will traffic, specifically tractor-trailers, entering and exiting the proposed RTLP project be utilizing New Hope Church Road to access Interstate 40?

No. The proposed RTLP site was originally identified for economic development due to its close proximity and easy access to Interstate 40 via Old NC 86.

The proposed RTLP project site is approximately 0.69 from the Old NC 86 and Interstate 40 interchange.

The proposed RTLP project site is approximately 3.77 miles from the New Hope Church Road and Interstate 40 interchange.



4.11 How do the traffic impacts resulting from the proposed RTLP MPD-CZ compare with the traffic impacts resulting from the approved Settlers Point MPD-CZ?

Based on land uses and square footage of the two proposals, the proposed RTLP MPD-CZ will generate less daily trips (3,648 estimated daily trips) than the approved Settlers Point MPD-CZ (12,625 estimated daily trips). Settler's Point was estimated to have 3.5 times the amount of traffic impact as RTLP is proposed to have.

The proposed RTLP development is comprised of 2.25 million square feet of warehouse with a total daily trip count estimated to be 3,648 vehicles. The table below comes from the RTLP TIA.

Land Use	Size (SF)	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	Enter	Exit	Total	Enter	Exit
Warehouse (LUC 150)	2,251,200	3,648	320	247	73	326	88	238

By comparison, Settler's Point consisted of 900,000 square feet of warehousing, 50,000 square feet of general office, a 200-room hotel, a 58,800 square foot shopping center and a few different restaurants ranging from 5,000 – 8,000 square feet in size. It had an estimated daily trip count of 12,625 vehicles. The table below comes from the Settler's Point TIA.

TABLE 1.R
Trip Generation

Land Use Type	ITE Code	Amount	Daily			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Warehousing, 1,000 Sq Ft	150	900	3,204	1,602	1,602	270	213	57	288	72	216
General Office, 1,000 Sq Ft	710	50	775	388	387	110	97	13	135	23	112
Continuing Care Retirement, Units	255	0	0	0	0	0	0	0	0	0	0
Hotel, Rooms	310	200	1,634	817	817	106	63	43	120	61	59
Shopping Center, 1,000 Sq Ft	820	58.8	4,809	2,405	2,404	113	70	43	420	202	218
High-Turnover (Sit-Down) Restaurant, 1,000 Sq Ft	932	5	636	318	318	67	36	31	93	50	43
High-Turnover (Sit-Down) Restaurant,1,000 Sq Ft	932	8	1,018	509	509	107	57	50	148	80	68
Fast-Food Restaurant with Drive-Thru Window, 1K Sq Ft	934	5	2,481	1,241	1,240	228	116	112	164	85	79
Subtotal			**14,557**	**7,280**	**7,277**	**1,001**	**651**	**350**	**1,368**	**573**	**795**
Internal Capture*											
General Office			132	66	66	32	20	12	31	10	21
Hotel			278	139	139	12	3	9	39	24	15
Shopping Center			818	409	409	20	11	9	175	99	76
High-Turnover (Sit-Down) Restaurant			108	54	54	6	3	3	40	18	22
High-Turnover (Sit-Down) Restaurant			174	87	87	11	5	6	63	29	34
Fast-Food Restaurant with Drive-Thru Window			422	211	211	21	9	12	71	31	40
Internal Capture			1,932	966	966	102	51	51	419	211	208
Total External Trips			**12,625**	**6,314**	**6,311**	**899**	**600**	**299**	**949**	**362**	**587**
Pass-By											
Total Pass-By Trips (10% of adjacent roadway trips)			-	-	-	72	36	36	74	37	37
Total Net External Trips			**12,625**	**6,314**	**6,311**	**827**	**564**	**263**	**875**	**325**	**550**

*Internal Capture calculated using NCHRP 684 - AM - 8%, PM - 25%, 17% used for Daily (average of AM and PM)

4.12 What are the assumptions in determining future traffic counts and impacts?

The Triangle Regional Model takes the following assumptions into account when estimating future traffic volumes:

- Population and employment projections to 2045 in Orange, Wake Chatham and surrounding counties with a base assumption of 100% maximum growth based on current land uses
- All current and future federally and regionally-funded transportation projects are completed
- All existing and committed road improvement projects are completed
- All future transportation projects from 2025 – 2045 are completed
- Any data, analysis, alternative scenarios and results are checked by multiple sources including Triangle J Council of Governments, UNC Chapel Hill, Durham-Chapel Hill-Carrboro Municipal Planning Organization and Capital Area Metropolitan Planning Organization.

4.13 What type of scenarios were explored regarding access to the proposed RTLP project?

Throughout the design and review process, three scenarios were explored by the applicant, NCDOT, and Orange County staff, as detailed below:

- Scenario A - Full stop-control access at Service Road/Old NC 86
  The original Traffic Impact Assessment submitted called for this intersection to be stop controlled with a left turn (northbound) and a right turn (southbound) on the Service Road. There was concern from NCDOT that traffic backing up at the on-ramp to I-40 East would cause issues with using this section, and instead, suggested that traffic be re-routed to Davis Road or configured to allow more storage on the Service Road as well as on Old NC 86 northbound.
- Scenario B - Full stop-control access at Davis Road/Driveway D (Currently proposed)
  Based on NCDOT comments with criteria for developing the Service Road exit, the developer chose to change the Service Road to a right in/right out only and to push all traffic leaving the site toward I-40 to utilize Davis Road. The proposal is for traffic to leave Driveway D with a left turn on Davis Road and then a left at the signalized junction with Old NC 86 to approach I-40.
- Scenario C - Signalized light at Service Road/Old NC 86
  A proposal was suggested to turn the junction of the Service Road/Old NC 86 to a full signalized intersection instead of a stop-controlled intersection, but based on pushback from businesses/residences along Old NC 86, this option was not pursued.

Staff will continue to evaluate alternatives to minimize traffic impacts on Davis Road to the extent other alternatives are viable.

4.14 Has any consideration been given to the addition of a signal at the intersection of Millstone Drive and Old NC 86?

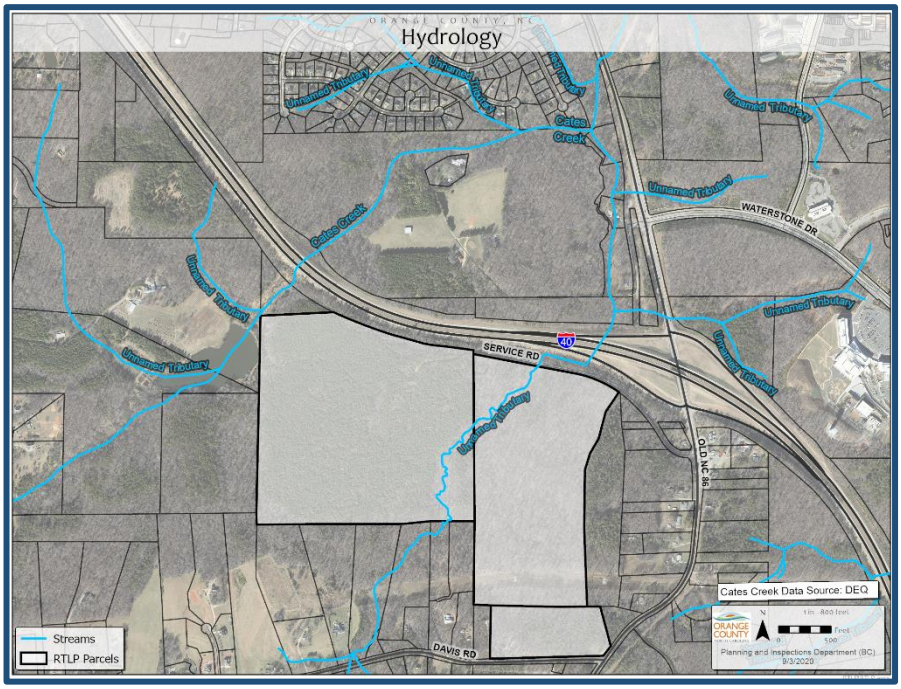
This intersection is included in the South Churton Street Widening project (U-5485). While the design work in complete, this project has been suspended due to state funding issues. This intersection, Millstone Drive and Old NC 86, is designed as a superstreet prohibiting left turns. Millstone Drive will be come right in and right out, and people will have to make a U-Turn at the signalized Oakdale Drive and S. Churton Street.



5. Environmental Impacts

5.1 Is the proposed RTLP project site entirely located within a Natural Heritage Area (NHA)?

No. Approximately six acres of NHA is located on the proposed RTLP site. Based on the 1988 Inventory of Natural Areas and Wildlife Habitats for Orange County, North Carolina (updated in 2004), this Natural Heritage Area is identified as Cates Creek Hardwood Forest which totals 82 acres and is identified for its rare plant community. This NHA is a standalone site and is not part of a larger macrosite. Significant features includes Basic-Oak-Hickory Forest (Dry Variant) and Xeric Hardpan Forest (Basic Variant). The site has no formal protection. In addition, a large portion of the site was clear-cut in 2002-2003, which resulted in site boundaries to be revised in 2004 to exclude that portion of the NHA. Other significant features include habitat for turkey, deer, and neotropical birds. Orange County Department of Environment, Agriculture, Parks, and Recreation (DEAPR) reviewed the proposed RTLP MPD-CZ request and reiterated findings of the 1988/2004 Inventory related to plant species identified on the site. The 1988/2004 Inventory did not indicate any rare, protected, or endangered animal species on the site.



5.2 Is Cates Creek located on the proposed RTLP project site?

No. Cates Creek is located west of the proposed RTLP project site. An unnamed tributary bisects the RTLP site. The unnamed tributary drains into Cates Creek north of Interstate 40 at the southern boundary of Cornwallis Hill Subdivision.

5.3 Will building occur in the floodway, stream, or buffer area of the proposed RTLP project site?

No. No buildings or structures will be located within the floodway, stream, or buffer areas of the site. A roadway crossing, to provide connectivity, will be constructed in the floodway, stream, and buffer area. This roadway crossing has been designed as perpendicular to minimize impacts and is located at a higher point at the watershed where the stream is smaller in order to reduce impacts. Perpendicular roadway crossings of less than one third of an acre and less than 150 linear feet are considered allowable based on Neuse River Basin Riparian Buffer Rules.

5.4 Is the proposed RTLP project site located in a protected watershed?

No. The RTLP project is not located within a County Watershed Protection Overlay District. The majority of the 161 acres subject to the RTLP zoning atlas amendment request are located within the Neuse River Basin and subject to applicable stormwater and nutrient reduction requirements as detailed in Section 6.15 of the Orange County Unified Development Ordinance. A small portion of the proposed project, approximately 26,000 square feet along Davis Road, is located within the Cape Fear River Basin. The proposed development will be required to adhere to applicable watershed management standards (i.e. water features buffers, prohibition on development activity, etc.) designed to address water quality issues.

5.5 What floodplain and stream protection standards will the proposed RTLP project be required to meet?

For this proposed project, the following standards must be met:

- Orange County requires 50 foot stream buffers.
- Orange County requires 65 foot to 80 foot stream and floodplain buffers in this area depending on the slope.
- Driveways and roadway crossings are allowed, but this requires approval from the Army Corps of Engineers and the NC Division of Water Resources. These agencies ensure that the design of the crossing will mitigate the stream/buffer impact.
- All development shall comply with UDO Section 6.13, Stream Buffers and 6.21, Flood Regulations.

5.6 Will the proposed RTLP project have to comply with County floodplain management and floodplain buffer requirements?

Yes. Based on application narrative and recommended conditions, development shall comply with all applicable floodplain management standards currently enforced within the County, including:

- Observance of floodplain buffers in accordance with Section 6.13 of the UDO;
- Prohibition of development/land disturbance activity within the floodplain ;
- Fill material and grading activities are prohibited in the floodplain;
- Utility/roadway development have to complete a 'no rise' certification package (i.e. development activities will not impact floodplain or cause an elevation in same); and
- Prohibition on the storage of chemicals/hazardous materials within the floodplain

The applicant is not seeking modification of existing development constraints associated with identified floodplain located within the project. Further staff is not recommending allowances above or beyond currently enforceable standards. RTLP project involves the preservation of approximately 41 acres (25%) of land as open space. This would include preservation of special flood hazard area (i.e. FEMA flood zones) as open space.

5.7 What erosion control and stormwater standards are being proposed for the RTLP project?

The preliminary concept plan for this project proposes six permanent stormwater control measures. If the rezoning application is approved, the applicant will have to submit Erosion Control and Stormwater permit applications. These plans will have to be approved before development can begin. The

development shall comply with regulations contained in Sections 6.14, Stormwater Management and Section 6.15, Soil Erosion and Sedimentation Control of the Orange County Unified Development Ordinance, as well as any State regulations on land disturbance.

5.8 Does Orange County have any regulations pertaining to air pollution?

Yes. Section 6.4.5, Air Pollution, of the Orange County Unified Development Ordinance provides general standards relating to air pollution. The project must comply with State air pollution standards under Article 21B of Chapter 143 of the North Carolina General Statutes. Potential emissions from vehicles entering and exiting the proposed site will be required to comply with state air quality regulations.

5.9 Was an Environmental Assessment completed for this the proposed RTLP MPD-CZ? If so, what were the preliminary findings?

Yes. The applicant completed an Environmental Assessment as part of the rezoning application as required under Section 6.16 of the Orange County Unified Development Ordinance. Based on the UDO the environmental assessment shall include, but is not limited to, topography of site and slopes, drainage issues, such as on-site streams or easements and location relative to water supply watersheds, water quality critical areas and special flood hazard areas, natural or cultural resources, wastewater treatment methods, and Water usage.

At this time the Environmental Assessment completed for the RTLP MPD-CZ indicates:

- Project will not impact any environmentally sensitive areas. Except for stream and floodplain areas, the assessment indicates that the site does not have any sensitive areas as defined in Orange County's Inventories of Natural or Cultural Resources
- Preservation of existing hardwoods would occur outside of proposed development areas.
- No grading activities would occur within the floodplain other than utility/road crossings as permitted within the UDO.
- No historically significant or archeologically significant areas have been denoted on the properties.

6. Performance Standards (i.e. noise, lighting, landscaping)

6.1 Does Orange County regulate noise?

Yes. The proposed RTLP project shall comply with regulations contained in Sections 6.4, Performance Standards, and 6.4.3, Noise, of the Orange County Unified Development Ordinance. Per UDO Table 6.4.3.B, the maximum permissible noise levels for Conditional Zoning Districts are as follows:

TABLE 6.4.3.B: COMMERCIAL, INDUSTRIAL, AND CONDITIONAL ZONING DISTRICTS MAXIMUM PERMITTED SOUND LEVELS

ZONING OF ADJACENT LOT OR TYPE OF USE IF CONDITIONAL OR "OTHER" DISTRICT	ZONING OF DEVELOPMENT SITE	NOISE LEVEL LIMITS [DBA] FOR GENERATING LAND USE	
		7:00 PM TO 7:00 AM	7:00 AM TO 7:00 PM
Residential	NC-2, I-2 [1]	50	60
	CC-3, GC-4, EC-5, I-3, AS, CZ Districts [2]	50	60
Commercial	NC-2, I-2 [1]	60	65
	CC-3, GC-4, EC-5, I-3, AS, CZ Districts [2]	65	70
Industrial	NC-2, I-2 [1]	65	70
	CC-3, GC-4, EC-5, I-3, AS, CZ Districts [2]	70	75

NOTES:
[1] Measurements shall be taken at the boundary line of the zoning lot.
[2] Measurements shall be taken at the boundary line of the zoning district.

6.2 Does Orange County regulate noise resulting from traffic, specifically commercial trucks?

No. Section 16-55 *Exceptions – Noise Regulations* of the County Code of Ordinances exempts from the provisions of the County's noise regulations: "All noises coming from normal operation of motor vehicles properly equipped with a standard muffler, in good working order and in constant operation, including noises coming from compression release engine or transmission breaking systems when used in emergency circumstances". While staff understands the concern arising from the anticipated noise generated by truck traffic, noise from same is not regulated by the County.

6.3 Does Orange County regulate outdoor lighting?

Yes. The proposed RTLP project shall comply with regulations contained in Section 6.11, Outdoor Lighting, of the Orange County Unified Development Ordinance. The applicant has agreed to comply with the maximum light levels indicated in Section 6.11.6 (A), specifically:

- Maximum light level permitted at residential property lines: 0.5 foot-candles
- Maximum light level permitted at non-residential property lines: 1.0 foot-candles

For reference, the Illuminating Engineering Society (IES) recommends 30-50 foot-candles to light a private office.

6.4 Will the proposed RTLP project be required to provide landscaping and buffering?

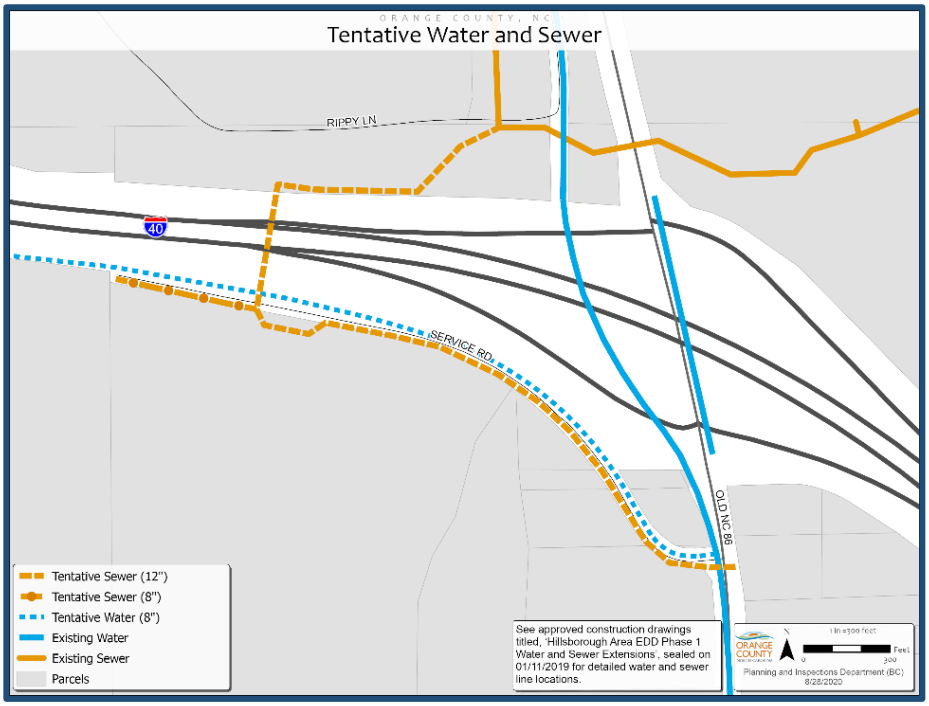
Yes. The proposed project will be required to meet standards of Section 6.8, Landscaping, Buffers, and Tree Protection, of the Orange County Unified Development Ordinance. In addition, draft conditions for the proposed RTLP project include the following:

- Staff has recommended a 100 foot land use buffer around the perimeter of the project. The applicant will discuss conditions for buffers with the BOCC at the public hearing.
- Existing vegetation shall be preserved in identified buffer areas as indicated on the approved master concept plan.
- All required landscaping shall be installed and maintained by the developer or their successor in perpetuity.

7. Utility Infrastructure

7.1 Is there adequate infrastructure (i.e. public water and sewer) available for the proposed RTLP project?

Yes. Orange County and the Town of Hillsborough have been planning for future public infrastructure needs in this area for years. The County also has a utility Capital Improvement Program (CIP) in the general area. There are limited areas in the County which allow public water and sewer and the vast majority (92%) this area has been designated for 40 years.



Funding for infrastructure projects in this area have been ongoing since 2011 with the adoption of the Article 46 ¼ Cent County Sales and Use Tax. All public water and sewer lines shall be extended in accordance with the Town of Hillsborough utility policies.

Water

An existing public water line is located along Old NC 86 and is operated by the Town of Hillsborough, north of Davis Road. The existing public water line continues to the south as part of an emergency water connection with OWASA. This existing public water line is presently sized to handle potable water usage for a project of this size. However, to serve the project area the developer will have to add additional water lines for their project. A looped water system will ultimately be provided with a connection back to the public system at a point on the Service Road or Old NC 86.

Sewer

A 12-inch and 8-inch gravity sewer line are proposed to be extended to the site under Interstate 40 in order to serve the site from the north. Existing and proposed public sewer infrastructure and capacity will sufficiently serve this project.

7.2 How much water and sewer is planned for the project and is there adequate capacity?

The proposed RTLP project is planning on using 108,000 gallons per day of water and sewer for their project of 2.25 million square feet of building area. The water and sewer usage is primarily for employees within the proposed development (e.g. for bathrooms, kitchen/break areas, landscaping, etc.) since the project does not plan to use water in the processing or manufacturing of any products. Orange County has a long-standing written agreement with the Town of Hillsborough to accommodate water and sewer service in this area. The proposed development is located in a coordinated planning area between the parties that has been designated for public water and sewer and 'urban' development.

Section 8 of the RTLP FAQ prepared by: Orange County Economic Development Department

8. Economic Benefits

8.1 What is the proposed economic value of Research Triangle Logistics Park?

- Investment: Estimated up to $150 million (new property tax valuation)
- Facility: 160-acre development with up to 2.25 million sq. ft. in four total buildings
- Employment: The developer estimates between 1,000 – 1,500 jobs (Revised from an earlier higher figure)

8.2 What are the types of jobs and salaries that could occur at this location?

- The RTLP site is currently 90% zoned to already allow certain types of light manufacturing and assembly, distribution/warehouse, and commercial development. Specific users for the proposed RTLP project are not known at this time.
- Below is the average annual wage data for three existing statewide North Carolina industry categories. They are examples of average wages that could potentially be associated with jobs that could locate at the RTLP. (Data source – N.C. Statewide Annual Wage Data for 2019, the N.C. Department of Commerce's Quarterly Census Employment and Wages. Additional information, including wage data at the Subsector or Industry Group level, can be located on the N. C. Department of Commerce website: https://d4.nccommerce.com/QCEWSelection.aspx)

NAICS Code	Industry	Establishments	Annual Average Weekly Wage	Average Hourly Wage
31	Manufacturing	10,247	$1,175.13	$29.38
48	Transportation and Warehousing	8,119	$976.20	$24.41
54	Professional, Scientific, and Technical Services	39,905	$1,646.10	$41.15

8.3 Can established business parks located in the City of Mebane/Alamance County provide a real-world example of potential tenants and any positive economic impact they generate for their community?

1. **North Carolina Industrial Center (N.C.I.C.)**
   - 3 million total sq. ft. of completed construction (all tenants)
   - 2,000 total jobs (all tenants)
   - Hundreds of $ millions in total real & personal property investment added to the City of Mebane & Alamance County property tax base; substantial annual payroll earned by local residents.
   - Property tax revenue is shared by Alamance County and the City of Mebane.
   - 18 total companies (all are national or international companies whose Mebane facility is serving at least the U.S. east coast, if not national and/or international markets), to include these firms:

Company Name	Operation
Sports Endeavors (HQ located in Hillsborough)	Distributes Sports Appeal
Badcock Home Furniture & more	Distributes Home Furniture
CBC America	Distributes Medical Devices, Flooring, Optics, Software & Pharmaceuticals
PPG Coating Services	Makes & Distributes Protective Coating Products
Ferraro Foods	Distributes Italian Food Products
AirGas	Produces & Distributes Pure Oxygen for Medical and Industrial Uses
Jabril Healthcare	Makes and Distributes Medical Devices, Orthopedics, Blood Pressure Monitors, Fitness Trackers, Diagnostic Monitors, and Pharmaceutical Delivery Systems (Inhalers & Injectable)

BD/Becton Dickinson	Light Assembly of Medical Products Related to Women's Health & Cancer Treatment
Trivantage	Distributes Fabric Products for Home and Commercial Awnings, Marine, Upholstery Applications
Lotus Bakery	Belgian Manufacturer of Food Snacks, to Include the Biscoff Cookie
Ford Motor Company	Distributes Automotive Parts to Ford Car Dealerships and Independent Auto Repair Garages
Fresenius Medical Care	Kidney Dialysis Treatment Center
Bonded Logistics	Provides Warehousing, Contract Packaging & Transportation Services to Other Companies
Universal Preserve-A-Chem/UPI	Distributes Natural Products and Chemicals Related to Cosmetics, Food & Beverages, Flavoring & Fragrances, Animal Healthcare, and Sports Nutrition
Kidde/United Technologies	Assembly of Fire Suppression Devices for Aerospace & Vehicles
Kidde/Edwards United Technologies	Distributes Fire Suppression Products
Broadsight Systems	Engineers, Designs, and Light Assembly of Custom Metal Fabrication Products for the Video Security Market
Cambro	Manufacturing and Distribution of Plastic Equipment Used in Food Service Industry

2. **North Carolina Corporate Park (N.C.C.P.)**
   - Five buildings of approximately 2 million sq. ft. in size (not including expansion potentials)
   - Announced investment and employment by three (3) existing companies is approximately $240 million in property tax valuation and 800 total jobs, with benefits.
   - Two (2) spec distribution/light assembly buildings have been completed and are ready for tenant occupancy (one is a 135,000 sq. ft. shell, expandable by 100,000 sq. ft.; and the other is a larger 300,000 sq. ft. shell, expandable to nearly 800,000 sq. ft.)
   - Property tax revenue is shared by Alamance County, the City of Mebane, and the City of Graham
   - Three (3) anchor companies are located in the business park:

Company Name	Operation
Walmart	Distribution of Food & Merchandise
Lidl	Distribution of Food to Lidl Grocery Stores
Prescient	Design & Light Assembly of Construction Materials

   - UPS should soon announce plans to build a new 1 million sq. ft. distribution facility in Alamance County/City of Mebane and City of Graham. A public announcement is forthcoming.
     - 451 jobs averaging $65,147 per year and a $262 million investment
     - To be located at the N.C. Corporate Center business park, 7 miles west of the proposed RTLP.

8.4 Are there examples of other distribution and fulfilment center projects that have recently moved to the region, and which represent potential future tenants for the Research Triangle Logistics Park?

1. **Amazon**
   - 68,000 sq. ft. "last-mile" fulfilment center in eastern Guilford County
     - 100 - 200 jobs
     - Will be located at the Rock Creek Corporate Center business park, 26 miles west of the proposed Research Triangle Logistics Park
   - 66,000 sq. ft. "last-mile" fulfilment center in the Colfax community in central Guilford County
     - 100 - 200 jobs

        - Located 60 miles west of the proposed Research Triangle Logistics Park
    - 1 million sq. ft. distribution center in Kernersville, Forsyth County
        - 1,000 new jobs and $100 million-plus investment
        - Located 60 miles west of the proposed Research Triangle Logistics Park
    - 2.6 million sq. ft. distribution center in Garner, Wake County
        - 3,000 new jobs and $150 million investment
        - Location is 45 miles east of the proposed Research Triangle Logistics Park

2. **UPS**
    - Expansion of an existing distribution facility in Greensboro/Guilford County
        - Adding 141 new jobs and an additional $54 million in investment
        - Location is 40 miles west of the proposed Research Triangle Logistics Park

8.5 What are examples of Orange County's recent economic development projects?

- The following list of new Orange County businesses is representative of the types of projects that have announced in Orange County over the past few years. Investment and employment figures represent company projections within the first five (5) years of operation.
- These businesses are representative of similar firms that could locate in the proposed RTLP.

Medline Industries (Mebane/Orange County) announced September 2019
(Medical Warehouse and Distribution Facility)

Projected Investment	Jobs	Average Wage of New Jobs Created	Building Size
$65.3 Million	250*	$35,468	1.2 Million sq. ft.

* Company anticipates the total jobs will grow to 600-700 within the first 10 years

ABB, Inc. Expansion (Mebane/Orange County) announced July 2019
(Manufacturer of Electrification Products)

Projected Investment	New Jobs	Average Wage of New Jobs Created	Building Size
$39.9 Million	403	$70,789	200,000 sq. ft.*

* Company is also updating the existing 400,000 sq. ft. facility

Well Dot (Chapel Hill/Orange County) announced November 2019
(Health Care IT)

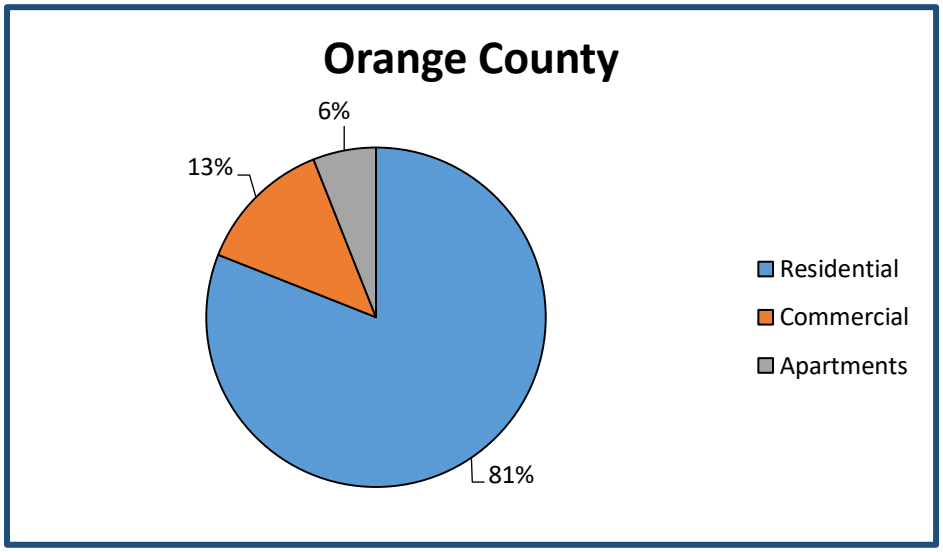
Projected Investment	New Jobs	Average Wage of New Jobs Created	Building Size
$3 Million	400	$62,665	N/A

Morinaga America Foods (Mebane/Orange County) announced September 2013
(Food Manufacturing Facility)

Projected Investment	Jobs	Average Wage of New Jobs Created	Building Size
$48 Million	90	$39,000	110,000 sq. ft.

8.6 Who are the major taxpayers supporting Orange County's property tax base and why is commercial development important?

- The property tax base profile for Orange County, which generates 75% of annual County revenues, is largely comprised on residential homeowner property valuation, who carry 80%-84% of that portion. Shifting a larger portion of the overall property tax base to more non-residential taxpayers (commercial, industrial, and retail) provides for a more resilient and diverse tax base and revenue structure.



- The County has designated three Economic Development Districts (EDDs) intended for non-residential growth. Along with helping to further balance the residential/non-residential tax base, the growth intended to occur within these designated economic development areas would provide for stable job opportunities at varying skill levels, salaries at the County's living wage and above, with benefits, and additional property tax base.

8.7 What has the COVID-19 pandemic's impact been on Orange County's economy?

- Orange County's traditionally low unemployment rate, which stood at 2.9% in March 2020, tripled 3-fold due to the COVID pandemic, reaching a high of 9.0 % in May, with 6,473 Orange County residents since filing with the State of N.C. for unemployment insurance. The number has begun to come back down with June, the latest month available, at 6.0%.
- The immediate and long-term financial challenges to Orange County's budget, as a result of the COVID pandemic, has negatively resulted in a decline in the County's (and our Towns') revenues and support of vital community services. As the local economy in our largest Towns is predominately clustered among businesses that serve the University student population and tourism (retail, restaurants, hotels) which are all facing the largest financial challenge due to the COVID pandemic shutdown, our continued high unemployment rate, revenue shortfalls, and overall economic recovery effort is likely to be very protracted.
- Operations by Research Triangle Logistics Park tenants can attract additional suppliers and vendors, and increase the demand for hotel and dining services (and the resulting new jobs, property tax valuation, and retail sales tax revenue) in the area. This will strengthen the local economy in Orange County and the Town of Hillsborough.

8.8 What official Orange County actions have occurred to promote development of the Hillsborough Economic Development District?

- The Board of County Commissioners' initial designation of the County's Economic Development Districts (EDDs) more than 30 years ago.
- Amendments to the Orange County Unified Development Ordinance, Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan, and Orange County Future Land Us Plan Map (FLUM) have been approved by the Board in subsequent years, to include small area plans, traffic studies, County/Town of Hillsborough utility service agreements, and the current commercial site zoning that was previously approved for the previous Settlers Point business park proposal.
- Passage of the Article 46 referendum in Nov. 2011, and the BOCC's Resolution, to fund various economic development programs, to include up to 50% of annual economic development proceeds being used to develop utility infrastructure in the Economic Development Districts (EDDs).
- SWOT Analysis (Strengths, Weaknesses, Opportunities, Threats) that was funded by the Board of Commissioners with Article 46 revenues, and completed by the Timmons Engineering consultant, to review the role and importance of the Economic Development Districts to Orange County's local economy.
- The adoption of the Interlocal Agreement between Orange County and the Town of Hillsborough for construction and operation of water and sewer facilities in the Hillsborough EDD in September 2017.
- Submittal of a Golden Leaf grant application for the funding of construction of sewer facilities in the Hillsborough EDD, including the proposed RTLP project site, in October 2017.

8.9 What is Orange County's priority and direction concerning the importance of balanced economic development?

- **Board of Commissioner's Social Justice Goal**:
  Ensure Economic Self Sufficiency: Create and preserve infrastructure, policies, programs, and funding necessary for residents to provide shelter, food, clothing, and medical care for themselves and their dependents.
- **Board of Commissioner's Strategic Goal**:
  Implement planning and economic development policies for a balanced, dynamic local economy that promotes diversity, sustainable growth, and enhanced revenue while embracing community values.

8.10 What Economic Development groups have endorsed the Research Triangle Logistics Park?

- Orange County Economic Development Advisory Board
- The Chamber for a Great Chapel Hill-Carrboro (Government Affairs Committee)
- The Hillsborough/Orange County Chamber of Commerce

8.11 What is the commuting pattern of Orange County's residents with respect to employment opportunities and how does that relate to the Research Triangle Logistics Park as an employment center?

U.S. Census Bureau data for local commuting patterns has been extensively analyzed by Orange County Planning and Inspections Department's Transportation Planners. The federal Census report supports the conclusion that a majority of Orange County residents are forced to out-commute to other locations for their main employment. This net out-commuting by our residents adds to increased fuel costs and related fossil fuel emissions, loss of personal time, increased accident risk, more crowded interstate and secondary road use, and reduced options for employment and income.

The potential new employment afforded by the proposed Research Triangle Logistics Park can assist Orange County residents to find greater job opportunities close to home, and reduce the associated financial and environmental costs of daily out-migration. The key findings of the Census report are as follows:

- Over the 15-year time period in collected data (2002 – 2017), the number of people who have lived and worked in Orange County has remained fairly consistent while the number those who live outside of Orange County and work in Orange County has sharply risen. Over the same time period, the number of people who live in Orange County and work outside of Orange County has also risen steadily. The inward workforce migration to Orange County has been greater than the outward workforce migration out of Orange County over the time period.
- The residential population of Orange County has grown steadily over the 15-year time period, but the employment population of Orange County has grown at a faster rate.
- The majority of workers in Orange County come from Durham, then Chapel Hill, then Carrboro; this has maintained over the 15-year time period. However, while the share from Durham has steadily increased over time, the shares coming from Chapel Hill and Carrboro have decreased over time.
- The shares of workers coming from Raleigh (4th overall), Cary (5th), Burlington (6th) and Mebane (7th) have all increased over time, indicating an increase in commuting from Wake County and Alamance County. These increases are all happening as there is a decrease of those living and working within Orange County, and in particular, within Chapel Hill and Carrboro.

8.12 What is the current tax value and annual revenue to the County on the sites currently under option by RTLP? (Information provided by the Orange County Tax Office)

For the three properties that are included in this project, the total amount of taxes that are currently billed for 2020 is $2,560.57. Two of the properties are in a deferred tax program, and would be subject to paying 3 years plus current year of deferred taxes at the time of the sale of the properties. A ROUGH estimate of the amount of taxes that might need to be paid for these two properties to come out of deferment is $100,000. Note that this total tax amount includes Orange County Tax and Orange Rural Fire District Tax.

8.13 What is an estimate of the potential revenue stream to the County if RTLP's proposed $150 million investment was built? (Information provided by the Orange County Tax Office)

That is difficult to estimate at this point. The value would be made up of two parts, the land value and the improvement values.

- The tax value of the land may be close to the amount that is paid for the properties, and at this point that amount is unknown.
- In estimating the tax value of the improvements, we looked at a conservative low estimate. We do not have clear information on the plans for the four buildings, and having a copy of the site plan would allow us to better estimate the tax value at this point. Based on the information you provided with a minimum of 2.25 million square feet in buildings, the tax value at 100% completion could be $87,750,000 as a low estimate. Disclaimer: this tax value is strictly an estimate and could be vastly different once we have more details about the site plan.
- Keep in mind also that if it takes a few years to complete the construction for the project that each year the tax value of the improvements would be based on the percentage of completion rather than the full value of the project.

We know from experience that often the tax value of the completed project is lower than the investment that the company puts into the project. However, if we assume an estimated tax value of $150 million, the estimated taxes generated based on the 2020 tax rates would be as follows: the estimated amount of County Tax would be $1,301,850.00, and the remainder ($142,200.00) would be Orange Rural Fire District Tax.

ORANGE COUNTY
BOARD OF COMMISSIONERS
ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 5-b

SUBJECT: Zoning Atlas Amendment – Parcels off Old NC Highway 86 (District 2 of Settlers Point MPD-CZ)

DEPARTMENT: Planning and Inspections

ATTACHMENTS:

1. Project Vicinity Map
2. Excerpt of August 5, 2020 Planning Board Minutes and Statement of Consistency
3. Notification Materials and Certification for Public Hearing Including Legal Ad
4. Description of COCA Land Use Categories
5. Statement of Consistency
6. Ordinance Amending Zoning Atlas

INFORMATION CONTACT:

Michael D. Harvey, Planner III, (919) 245-2597
Craig Benedict, Director, (919) 245-2592

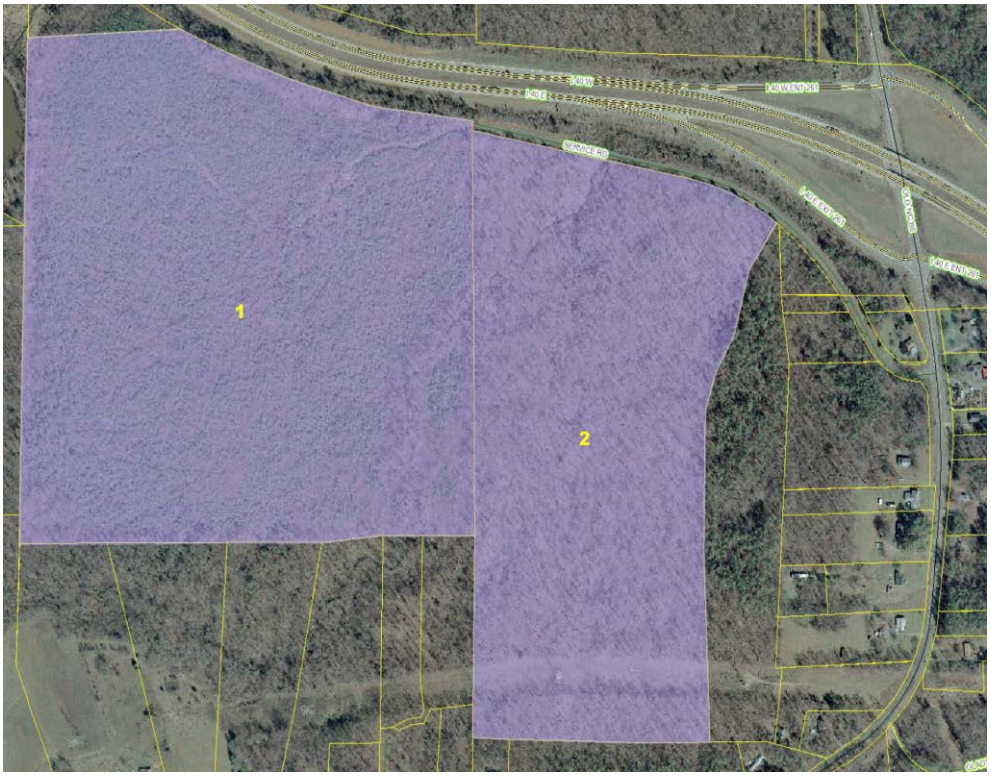
PURPOSE: To hold a public hearing, receive the Planning Board recommendation and public comment, close the public hearing, and schedule action for a specific future date on Planning Director initiated Zoning Atlas Amendments for parcels east of Old NC Highway 86, south of Interstate 40, within the Hillsborough Township of Orange County.

Specifically, staff is proposing to rezone eight parcels, totaling approximately 46 acres, originally part of the Master Plan Development Conditional Zoning (MPD-CZ) district known as Setters Point. A map of the subject parcels is contained in Attachment 1.

BACKGROUND: On January 23, 2018 the Orange County Board of Commissioners (BOCC) approved a zoning atlas amendment creating a MPD-CZ district referred to as Settlers Point. Materials from this meeting are available at:
http://server3.co.orange.nc.us:8088/weblink/0/doc/49647/Page1.aspx.

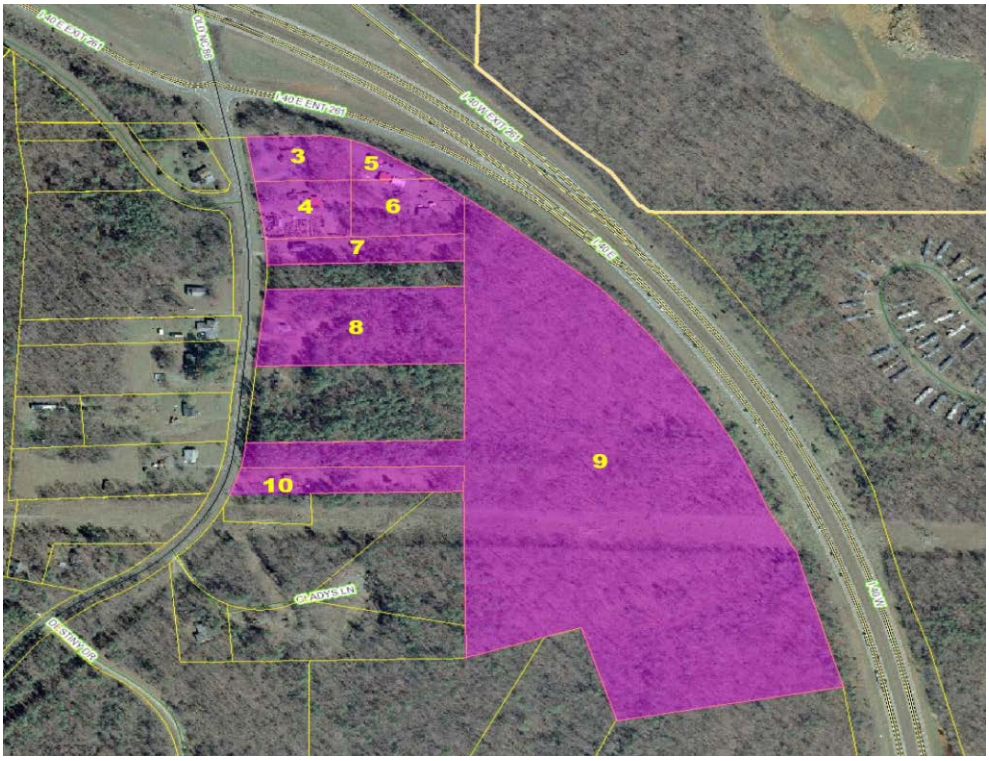
The approved MPD-CZ, composed of 10 parcels and totaling 195 acres of land, created a master planned mixed use project with two distinct development areas, specifically:

- District 1: Parcel Identification Number(s) 9863-71-8857 and 9863-91-6573 supporting development of Industrial/manufacturing/research land uses:



and

- District 2: Parcel Identification Number(s) 9873-11-4636, 9873-11-5415, 9873-11-7506, 9873-11-9450, 9873-11-7247, 9873-10-7937, 9873-20-2388, and 9873-10-4310 supporting development of Office/retail/commercial land uses:



Development on these properties is required to comply with a master set of conditions (i.e. access management standards, building setback/size limits, open space requirements, site plan submittal and review requirements, etc.). These conditions are designed to complement one another, allowing for development of the 10 parcels consistent with the approved MPD-CZ. Since approval, no development activity has occurred.

ISSUE: The County has been approached by a developer proposing a new MPD-CZ district involving the two parcels within 'District 1' as well as a 12 acre parcel with frontage on Davis Road. Staff has determined the eight parcels in 'District 2' will have great difficulty complying with the MPD-CZ development standards with the elimination of the two parcels in District 1. In order to ensure the eight parcels have development potential, staff has determined rezoning is necessary and is proposing the following:

1. Rezone parcels (PINs: 9873-11-4636, 9873-11-7506, 9873-11-5415, 9873-11-9450, 9873-11-7247, and 9873-10-7937), labeled as number(s) 3, 4, 5, 6, 7 and 8 on the map above:

   FROM: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point and Major Transportation Corridor (MTC) Overlay District.

   TO: Economic Development Hillsborough Limited Office (EDH-2) and Major Transportation Corridor (MTC) Overlay District.

2. Rezone parcel (PIN 9873-10-4310), labeled as number 10 on the map above:

   FROM: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point, Major Transportation Corridor (MTC) Overlay District, Rural Residential (R-1).

   TO: Economic Development Hillsborough Limited Office (EDH-2), Major Transportation Corridor (MTC) Overlay District, Rural Residential (R-1).

3. Rezone parcel (PIN 9873-20-2388), labeled as number 9 on the map above:

   FROM: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point and Major Transportation Corridor (MTC) Overlay District.

   TO: Economic Development Hillsborough Office/Retail (EDH-4) and Major Transportation Corridor (MTC) Overlay District.

Staff's proposal will return these eight properties back to their original zoning designation in place prior to the approval of the MPD-CZ. If approved, development of these properties will be regulated consistent with the provisions of the Unified Development Ordinance (UDO) rather than the various conditions associated with the approval of the MPD-CZ for Settlers Point.

<u>Development Process, Schedule, and Action</u>: The typical cadence for the review of a General Use Rezoning and Zoning Atlas amendment is:

- **FIRST ACTION** – Submission of a General Rezoning application with required supporting documents by the property owner.

  STAFF COMMENT: This is a staff initiated request. As a result, application components were created internally by staff consistent with established requirements.

- **SECOND ACTION** – The Planning Board receives the application and staff prepares materials and makes a recommendation on the rezoning request.

STAFF COMMENT: Staff presented this request and the Planning Board made a unanimous recommendation to approve the request at its August 5, 2020 regular meeting.

- **THIRD ACTION** – The BOCC holds a public hearing on the request, receives the application materials and recommendations, and takes action on the request.

  STAFF COMMENT: Staff is presenting these materials and facilitating the public hearing at this September 15, 2020 Business meeting.

Other pertinent information concerning the eight parcels associated with this request are as follows:

- Future Land Use Map (FLUM) Designation: The property is located within an area of the County designated as Economic Development Transition Activity Node. The FLUM can be accessed utilizing the following link: http://www.orangecountync.gov/DocumentCenter/View/4054/Future-Land-Use-Map-PDF.

- Comprehensive Plan: Per Appendix F, "*Relationships Between Land Use Categories and Zoning Districts Matrix"* of the adopted Orange County Comprehensive Plan, EDH2 and EDH-4 are allowable general use zoning category for property located within an Economic Development Transition Activity Node.

  For more information on the definition of activity node, and to review the allowed zoning designations permitted within same, the Comprehensive Plan can be accessed utilizing the following link: http://www.orangecountync.gov/1242/2030-Comprehensive-Plan.

- Growth Management System Map Designation: The eight parcels are Urban Designated.

  STAFF COMMENT: The Growth Management System Map is a tool utilized by staff to identify permit review thresholds for residential (i.e. subdivision) projects.

- Water and Sewer Management, Planning and Boundary Agreement (WASMPBA): The parcels are located within the Orange County Primary Service Area meaning public utilities (i.e. water and sewer) could be extended to the property. Public utility service would be provided by the Town of Hillsborough, who will likely require voluntary annexation to allow services to be extended to serve proposed land uses. The document can be accessed utilizing the following link: http://www.orangecountync.gov/DocumentCenter/View/4190/Water-and-Sewer-Management-Planning-and-Boundary-Agreement-PDF.

- Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan: These parcels are designated as being located within the following COCA land use categories:

  - PINs: 9873-11-4636, 9873-11-7506, 9873-11-5415, 9873-11-9450, 9873-11-7247, 9873-10-7937, and 9873-10-4310 - labeled as number(s) 3, 4, 5, 6, 7, 8, and 10 on the map above: Neighborhood Mixed Use
  - PIN 9873-20-2388 - labeled as number 9 on the map above: Suburban Office.

The recommended general use zoning designations would allow development consistent with the intent of COCA. For more information on the COCA land use categories, please refer to Attachment 4.

Analysis: As required under Section 2.8.5 of the UDO, the Planning Director is required to: '*cause an analysis to be made of the application'* and pass that analysis on to the reviewing body. In analyzing this proposal, the Planning Director offers the following:

1. The proposal is consistent with goals/policies outlined within the Comprehensive Plan concerning development, including:
    a. Land Use Overarching Goal: *Coordination of the amount, location, pattern, and designation of future land uses, with availability of County services and facilities sufficient to meet the needs of Orange County's population and economy consistent with other Comprehensive Plan element goals and objectives.*
    b. Land Use Goal 2: *Land uses that are appropriate to on-site environmental conditions and features and that protect natural resources, cultural resources, and community character.*
    c. 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.*
2. The rezoning request is consistent with the Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan;
3. The rezoning provides the property owners with a viable path forward to make reasonable use of their properties.

Staff held a public information session reviewing the proposed amendments in an on-line meeting on July 21, 2020. No comment(s) were received on the proposed atlas amendment.
Public Notifications: In accordance with Section 2.8.7 of the UDO:

- Notices were mailed via first class mail to property owners within 1,000 feet of the subject parcels providing the date/time of the BOCC public hearing meeting where the proposal is to be reviewed. These notices were mailed on August 28, 2020, 18 days before the meeting;
- Staff posted the subject parcels with signs indicating the date/time of the BOCC's review of the rezoning request on September 3, 2020, 12 days before the public hearing;
- Staff caused a legal ad advertising the date, time, location, and purpose of the BOCC public hearing to run in the *News of Orange* and the Durham *Herald-Sun* on September 2 and 9, 2020.

For more information, please refer to Attachment 3.

Courtesy Review: This request was submitted to the Town of Hillsborough as part of the courtesy review program. To date, no comments have been received.

Planning Board Recommendation: At its August 5, 2020 regular meeting, the Planning Board voted unanimously to recommend **approval** of the Statement of Consistency (Attachment 5) and the proposed Zoning Atlas Amendment (Attachment 6) as proposed by staff. Excerpts of the minutes from this meeting, as well as the Board's signed Statement of Consistency, are

included in Attachment 2. Agenda materials from the meeting can be viewed at: https://www.co.orange.nc.us/AgendaCenter/Planning-Board-26.

Planning Director's Recommendation: As required under Section 2.8.5 of the Unified Development Ordinance (UDO) the Planning Director shall: '… *cause an analysis to be made of the application and, based upon that analysis, prepare a recommendation for* consideration'.

The Director has determined the proposed atlas amendments are necessary to ensure each parcel has development option(s) and that rezoning said parcels back to their original zoning designation is consistent with the goals and policies of the adopted Comprehensive Plan. As a result, the Director recommends **approval** of the Statement of Consistency, indicating the amendments are reasonable and in the public interest, contained in Attachment 5 and the proposed zoning atlas amendment ordinance 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. Costs associated with advertising, including the public hearing notice and mailings, are covered within the Department's budget.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goal is applicable to this item:

- **GOAL: ESTABLISH SUSTAINABLE AND EQUITABLE LAND-USE AND ENVIRONMENTAL POLICIES**
  The fair treatment and meaningful involvement of people of all races, cultures, incomes and educational levels with respect to the development and enforcement of environmental laws, regulations, policies, and decisions. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.

ENVIRONMENTAL IMPACT: There is no Orange County Environmental Responsibility Goal impact associated with this item.

RECOMMENDATION(S): The Manager recommends the Board:

1. Receive the request;
2. Conduct the public hearing and accept comment;
3. Close the public hearing;
4. Authorize the acceptance of written comment(s) via e-mail to the Board at ocbocc@orangecountync.gov or by delivery to the Planning Department's office at 131 West Margaret Lane, Hillsborough, North Carolina 27278, until 9:00 a.m. on Thursday September 17, 2020;

   STAFF COMMENT: In accordance with Session Law 2020-3 Section 4.31(a), regarding remote meetings during declared emergencies, while voting may be allowed on the night of the meeting, staff is recommending the Board vote at a subsequent meeting.

   Session Law 2020-3 further allows the record to be supplemented by written comments on items heard at a public hearing by accepting written comments for

24 hours after the public hearing is closed. Due to the late hour at which this public hearing is expected to conclude, staff is recommending an additional period of time in excess of this 24 hour period to accept written comments.

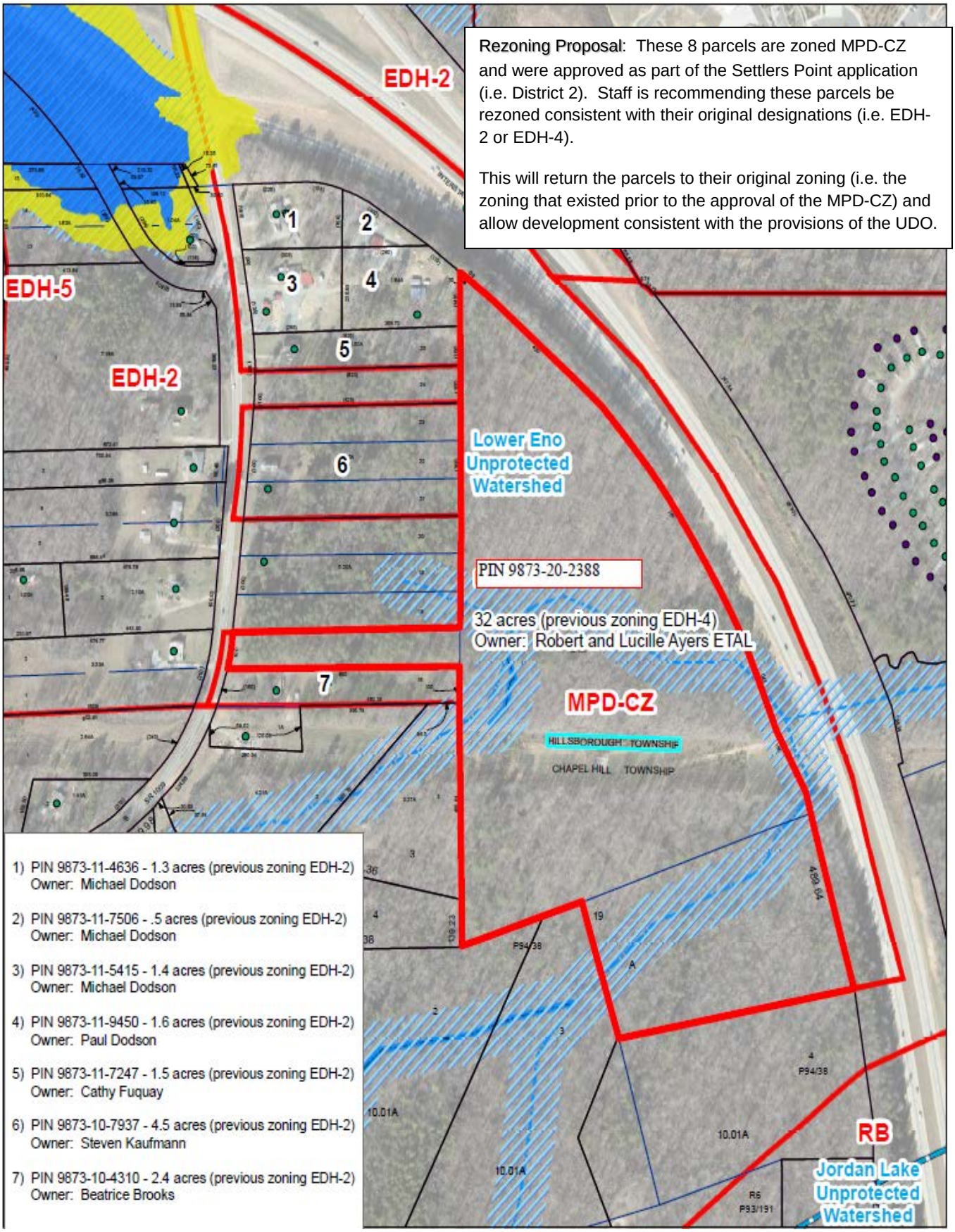
5. Schedule a vote to approve the:

    a. Statement of Consistency (Attachment 5), and

    b. Zoning Atlas Amendment (Attachment 6)

at the Board's October 6, 2020 business meeting as recommended by the Planning Board and Planning Director. No additional public comments shall be received on this item at the October 6 business meeting.

Attachment 1



Attachment 2 – Draft Minutes

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
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 law 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 citizens 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 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 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 Transition. I also think that these property owners would object to (their property being) the down zoning of their property and loss of potential development value. These

parcels have been zoned Economic Development for several decades. That it is not something that I am comfortable with recommending or supporting. If you have an interest in restudying the area, that statement needs to be made to the County Commissioners 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 increasing economic development opportunities in this area. I also do not think it's the best planning idea to put low intensity residential right up against an Interstate. I think that the current land use categories and zoning that we have recommended 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. Any development of this property will have to be done in compliance with the Orange County Unified Development Ordinance. Development would be under staff's administrative review, it would not go back to the Planning Board or the County Commissioners. If these properties 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 (question). These parcels are not 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 be compliant with the County Unified Development Ordinance but they would be developed and could be developed independently from one another consistent with applicable standards including 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

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

A Planning Director initiated amendment to the Zoning Atlas to rezone 8 parcels as follows:

Lot Number	Parcel Identification Number (PIN)	Township	Owner of Record	Current Zoning District	Proposed Zoning District
1	9873-11-4636	Hillsborough	Michael Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
2	9873-11-7506	Hillsborough	Michael Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
3	9873-11-5415	Hillsborough	Michael Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
4	9873-11-9450	Hillsborough	Paul Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
5	9873-11-7247	Hillsborough	Cathy Fuquay Cynthia Bessoir	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
6	9873-10-7937	Hillsborough	Steven and Jesse Kaufman	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
7	9873-10-4310	Hillsborough	Beatrice Brooks	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District Rural Residential (R-1)	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District. Rural Residential (R-1)
8	9873-20-2388	Hillsborough	Robert and Lucille Ayers ETAL	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Office/Retail (EDH-4) Major Transportation Corridor (MTC) Overlay District.

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 the 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 ED-1.5:

        Identify barriers to development of desirable businesses and local businesses, and mitigate these barriers.

        The atlas amendment is consistent with this goal and objective as it eliminates the need for the parcels to comply with development criteria associated with a previously approved Master Plan Development Conditional Zoning (MPD-CZ) district. This district, commonly referred to as Settlers Point, is being modified. These 8 parcels will have difficulty meeting established development conditions/standards due to the proposed modification. By rezoning these parcels, the County will be providing opportunities for each lot to be developed consistent with applicable County land use standards as embodied within the UDO.

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

    1. Modifies 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.

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

To be signed by D. Blankfard

_____ _____

David Blankfard, Chair Date

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



CERTIFICATION OF PUBLIC HEARING NOTIFICATION

REZONING OF 8 PARCELS EAST OF OLD NC HIGHWAY 86 – COMMONLY REFERRED TO AS DISTRICT 2 OF THE SETTLERS POINT MPD-CZ

I, Michael D. Harvey, Planner with Orange County, North Carolina, DO HEREBY CERTIFY that in accordance with the provisions of Section 2.8 of the Orange County Unified Development Ordinance (UDO), I have or caused notice of a PUBLIC HEARING for the project referenced herein as follows:

1. MAILED NOTICES: Notices giving specifics on the zoning atlas amendment request, contact information, the dates/times/location of the BOCC public hearing including instructions on how to access the virtual public hearing and be able to offer comment(s) on the proposal were mailed:
    a. First class mail to all property owners within 1,000 ft. (as identified by Orange County Tax records) of the subject properties; and
    b. Certified mail to the owners of the 8 parcels.

    on **August 28, 2020, 18 days before the meeting**.
2. SIGNS: Staff posted the subject parcels with signs indicating the date/time of the public hearing on **September 4, 2020, 11 days before the meeting**;

Further, Planning Department staff caused a legal ad advertising the date, time, location, and purpose of the BOCC public hearing to run in the News of Orange and the Herald Sun on September 2 and 9, 2020.

WITNESS my hand, this 4th day of September, 2020.

Michael Harvey
Current Planning Supervisor

FACILITY CARE SERVICES INC
19 HARRIER CIRCLE
ROCHESTER, NY 14623

CHRISTY D BAILEY ETAL
JOHN O CLAYTON
7510 COUNTRY LANE
ROUGEMONT, NC 27572

LARRY B LEE
3503 OLD NC 86
HILLSBOROUGH, NC 27278

THEODORE L BRYANT
BEVERLY N BRYANT
9016 ALBATROSS CT
RALEIGH, NC 27613

MICHAEL WILLIAM SUDYK
418 DARBY CREEK LANE
MORRISVILLE, NC 27560

MICHAEL CHILDRESS
KARLA CHILDRESS
101 GLADYS LN
HILLSBOROUGH, NC 27278

REA LANDCOM INC
PO BOX 52328
DURHAM, NC 27717

DERRICK B EADS
1608 SCARLETT MOUNTAIN RD
HILLSBOROUGH, NC 27278

VIVIAN BEST
4018 WRENN RD
DURHAM, NC 27705

KAREN S JORDAN
1622 SCARLETT MOUNTAIN RD
HILLSBOROUGH, NC 27278

CAPKOV VENTURES INC
PO BOX 16815
CHAPEL HILL, NC 27516

SUSAN D BAREFOOT TRUSTEE
CYNTHIA D WAGONER TRUSTEE
3319 OLD NC HWY 86
Hillsborough, NC 27278

JOHN BOXTER JR
SHANNON MARTIN
3423 OLD NC 86
HILLSBOROUGH, NC 27278

JOSEPH S SHORE
SARAH C SHORE
3501 OLD NC 86
HILLSBOROUGH, NC 27278

LOUISE J SCARLETTE
3209 OLD CH HILLSBOROUGH RD
HILLSBOROUGH, NC 27278

RANT B BARLOW JR
3315 OLD NC 86
HILLSBOROUGH, NC 27278

TODD L HORTON
225 JOHN HORTON RD
APEX, NC 27523

ROWDY B WALKER
1877 FLYING W TRL
Hillsborough, NC 27278

AMANDA B SHAKHLOUL
TAMER G SHAKHLOUL
3303 OLD NC 86 S
HILLSBOROUGH, NC 27278

RANT B BARLOW JR
3315 OLD NC 86
HILLSBOROUGH, NC 27278

BEATRICE S BROOKS
3410 OLD NC 86
HILLSBOROUGH, NC 27278

DAN E WAY
3401 OLD NC 86
HILLSBOROUGH, NC 27278

MICHAEL W SUDYK
GEORGE W SUDYK
3412 COUNTRY CLUB DR
GASTONIA, NC 28056

MICHAEL WILLIAM SUDYK
418 DARBY CREEK LANE
MORRISVILLE, NC 27560

BARBARA R FONTENELLE
JOHN P FONTENELLE
116 OLLIE DR
BELLE CHASSE, LA 700374134

STEVEN L KAUFMANN
JESSE S KAUFMANN
2304 DAVIS RD
HILLSBOROUGH, NC 272787321

MICHAEL J DODSON
P O BOX 1081
HILLSBOROUGH, NC 272781081

CATHY W FUQUAY
CYNTHIA W BESSOIR
8519 HAW RIVER RD
OAK RIDGE, NC 27310

PAUL C DODSON
3224 OLD NC 86
HILLSBOROUGH, NC 27278

ROBERT J AYERS ETAL
LUCILLE AYERS
1031 JONES FERRY RD
PITTSBORO, NC 27312

HOSPITALS AT CHAPEL HILL #319
UNIVERSITY OF NORTH CAROLINA
211 FRIDAY CENTER DR
STE 2043
CHAPEL HILL, NC 27517

CERTIFIED

WOODSEDGE PROPERTIES LLC
4522 LITTLE RIVER CH RD
HURDLE MILLS, NC 27541

MICHAEL J DODSON
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HILLSBOROUGH, NC 272781081

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

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ORANGE COUNTY
NORTH CAROLINA

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P. O. Box 8181
Hillsborough, NC 27278



August 28, 2020

Notice of
BOARD OF COUNTY COMMISSIONER (BOCC)
PUBLIC HEARING
Review a Zoning Atlas Amendment(s) on
8 parcels east of Old NC Highway 86

To Whom It May Concern:

The purpose of this letter is to notify you of an upcoming Board of County Commissioner (BOCC) public hearing pertaining to amendments to the Orange County Zoning Atlas.

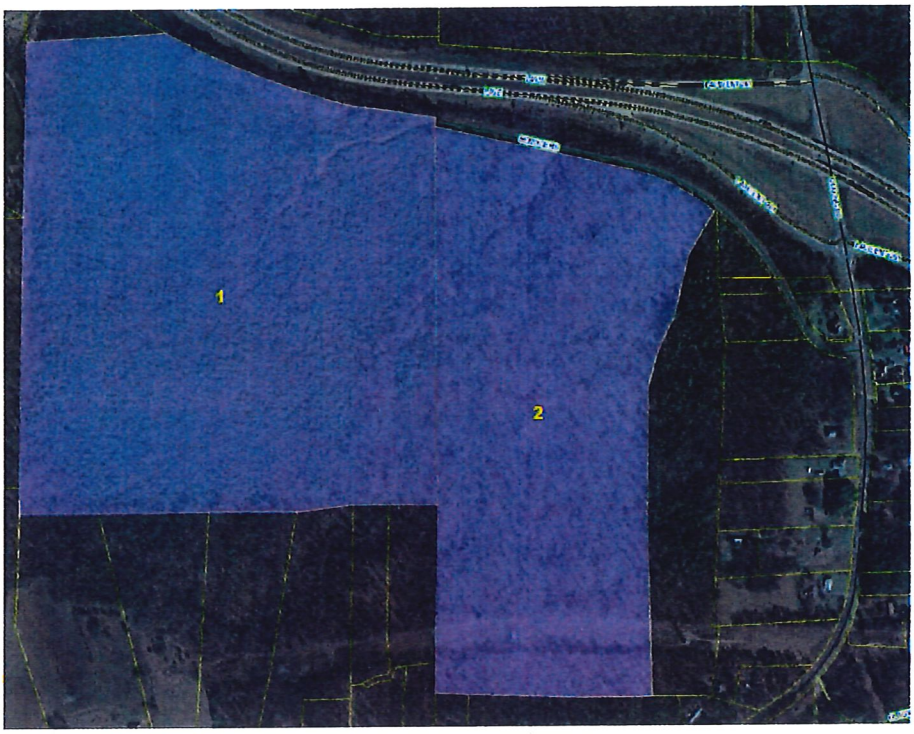
Specifically, the BOCC will be holding a public hearing to review the rezoning of 8 parcels east of Old NC Highway 86 in accordance with the provisions of Section(s) 2.8 *Zoning Atlas and Unified Development Ordinance Amendments* of the Orange County Unified Development Ordinance (UDO). This notification is occurring in accordance with the provisions of Section 2.8 *Zoning Atlas Amendments* of the Orange County Unified Development Ordinance (UDO).

BACKGROUND:

On January 23, 2018 the Orange County Board of Commissioners (BOCC) approved a zoning atlas amendment creating the Setters Point Master Plan Development Conditional Zoning (MPD-CZ) district (materials from this meeting are available at: http://server3.co.orange.nc.us:8088/weblink/0/doc/49647/Page1.aspx).

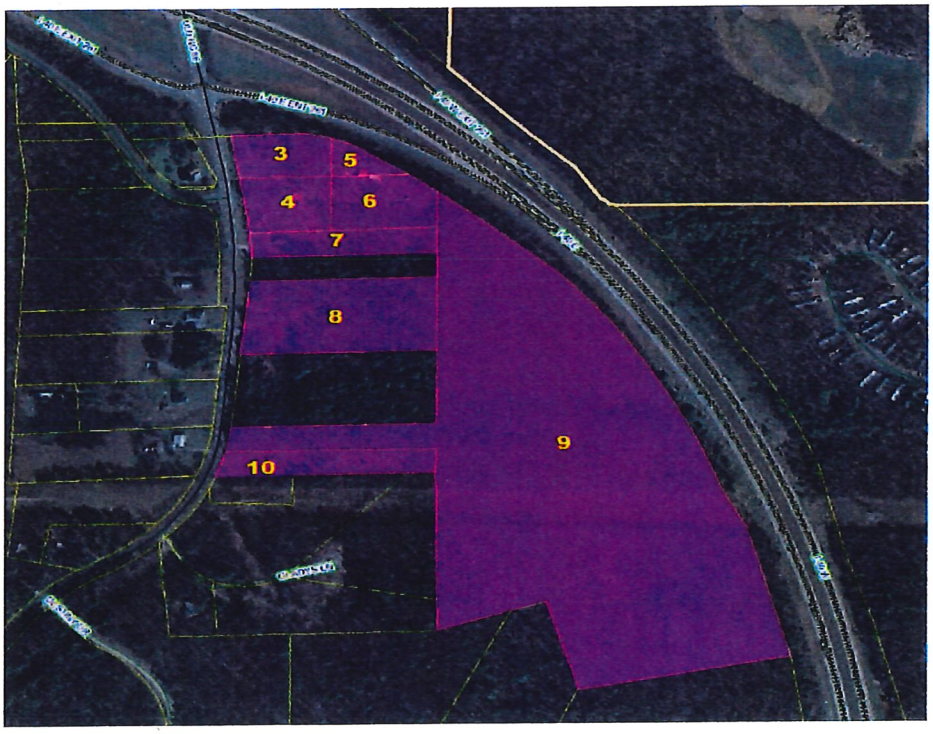
The MPD-CZ, composed of 10 parcels and totaling 195 acres of land, created a master planned mixed use project with two distinct development areas, specifically:

- District 1: Parcel Identification Number(s) 9863-71-8857 and 9863-91-6573 supporting development of Industrial/manufacturing/research land uses:



and

- District 2: Parcel Identification Number(s) 9873-11-4636, 9873-11-5415, 9873-11-7506, 9873-11-9450, 9873-11-7247, 9873-10-7937, 9873-20-2388, and 9873-10-4310 supporting development of Office/retail/commercial land uses:



Development on these various properties was required to comply with a master set of conditions (i.e. access management standards, building setback/size limits, open

space requirements, site plan submittal and review requirements, etc.). These conditions were designed to complement one another allowing for development of the 10 parcels consistent with the approved Settlers Point MPD-CZ.

WHAT HAS OCCURRED:

The County has been approached by a developer proposing a new MPD-CZ district involving the 2 parcels within 'District 1' as well as a 12 acre parcel with frontage on Davis Road. Staff has determined the 8 parcels in 'District 2' will have great difficulty complying with the MPD-CZ development standards with the elimination of the 2 parcels in District 1.

Please note the new MPD-CZ application, referred to as the Research Triangle Logistics Park RTLP), is being processed separate from this proposal.

WHAT IS BEING PROPOSED:

In order to ensure the 8 parcels have development potential, staff has determined they need to be rezoned and is proposing the following:

1. Rezone parcels (PINs: 9873-11-4636, 9873-11-7506, 9873-11-5415, 9873-11-9450, 9873-11-7247, and 9873-10-7937), labeled as number(s) 1, 2, 3, 4, 5 and 6 on the map below:

   FROM: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point and Major Transportation Corridor (MTC) Overlay District.

   TO: Economic Development Hillsborough Limited Office (EDH-2) and Major Transportation Corridor (MTC) Overlay District.

2. Rezone parcel (PIN 9873-10-4310), labeled as number 7 on the map above:

   FROM: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point, Major Transportation Corridor (MTC) Overlay District, Rural Residential (R-1).

   TO: Economic Development Hillsborough Limited Office (EDH-2), Major Transportation Corridor (MTC) Overlay District, Rural Residential (R-1).

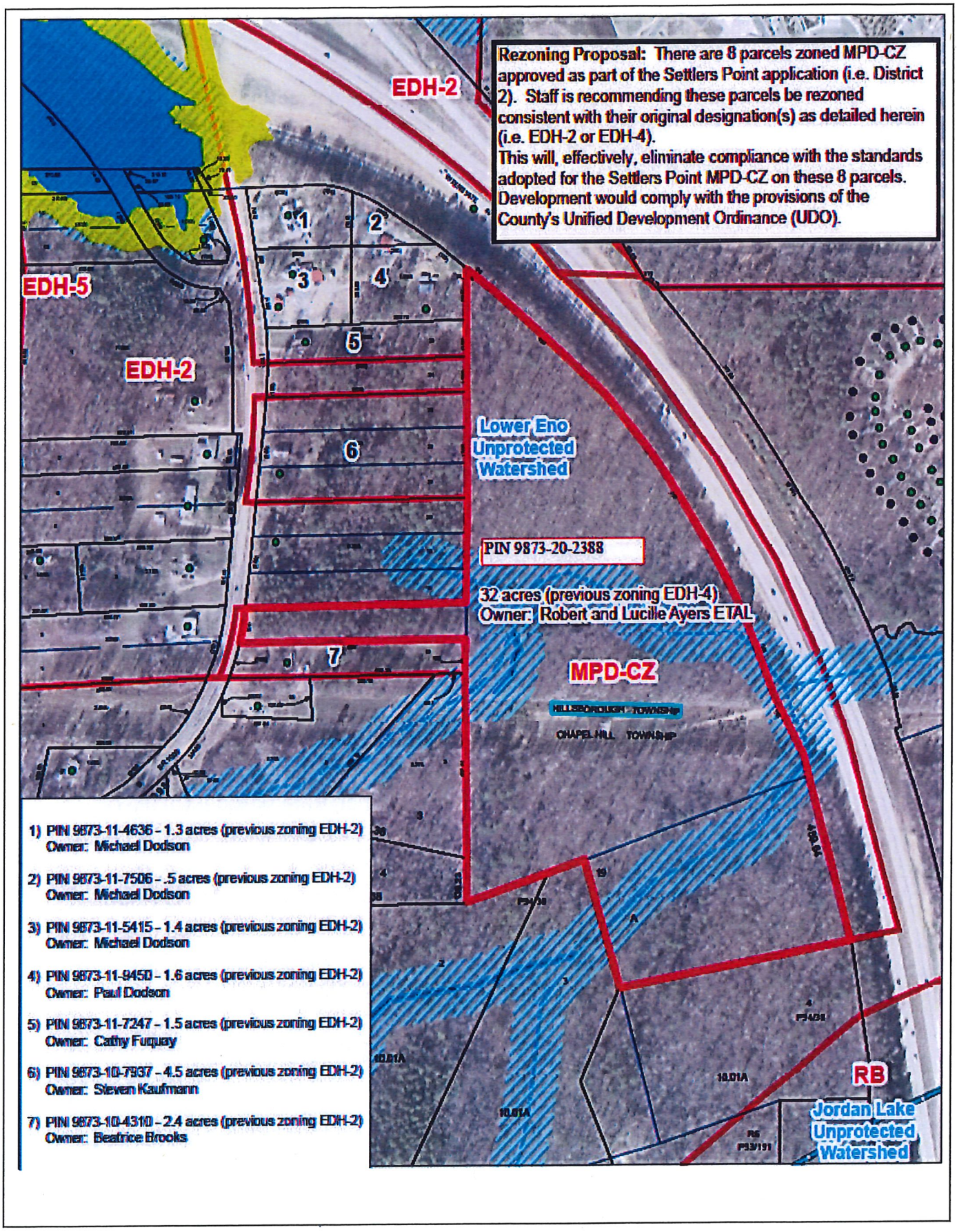
3. Rezone parcel (PIN 9873-20-2388) listed as being owned by Robert and Lucille Ayers ETAL on the map below:

   FROM: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point and Major Transportation Corridor (MTC) Overlay District.

   TO: Economic Development Hillsborough Office/Retail (EDH-4) and Major Transportation Corridor (MTC) Overlay District.

Staff's proposal will return these 8 properties back to their original zoning designation in place prior to the approval of the MPD-CZ. If approved, development of these properties will be regulated consistent with the provisions of the Unified Development Ordinance (UDO) rather than the various conditions associated with the approval of the MPD-CZ for Settlers Point. Additional information this proposal, including a detailed project fact sheet, can be found on the Planning Department's

website under the *'Current Interest Projects'* tab at: https://www.co.orange.nc.us/1722/Current-Interest-Projects.



WHY YOU ARE RECEIVING THIS LETTER:

As previously indicated, you are receiving this letter as your property is located within 1,000 ft. of the 3 parcels subject to this rezoning petition. Per Section 2.8.7 of the UDO, staff is required to send written notice, via first class mail, to property owners within 1,000 ft. informing them of the date/time of the BOCC public hearing where the proposal is to be reviewed. This notice is required to be mailed 15 days before the date of this meeting.

The Orange County Board of Commissioners will hold a public hearing on this Zoning Atlas Amendment on **Tuesday, September 15, 2020 at 7:00 PM** for the purpose of giving all interested residents an opportunity to speak for or against the proposal. **Due to current public health concerns, the hearings will be held on-line and pre-registration is required.**

The meeting will be live streamed at the following web address for those who wish to only view the meeting: www.orangecountync.gov/967/Meeting-Videos

To register to speak at the public hearing, please send an email to ocpubliccomment@orangecountync.gov no later than 3:00 PM on the day of the hearing (i.e. September 15, 2020) and indicate you wish to speak during the hearing. When submitting the request to speak, include the following:

- The date of the meeting;
- The number and title of the agenda item you wish to speak on (i.e. the rezoning of 8 parcels east of Old NC Highway 86 item);
- Your name, address, email and phone number;
- The phone number must be the number you plan to call in from if participating by phone.

After registering to speak, an email containing instructions and a link to access the hearing will be sent to the email address used to register.

If you do not have access to an internet-enabled computer and would like to phone in to access the hearing, please call the office of the Clerk to the Board after September 9, 2020 at 919-245-2130 and a staff member will provide you with the call-in number.

Please note in accordance with Session Law 2020-3 (Senate Bill 704), Section 4.31(a), which pertains to remote meetings during declared emergencies, written comments on items heard at a public hearing are accepted for 24 hours after the public hearing is closed. The BOCC shall not make a decision on public hearing items until after the 24-hour period for written comments has concluded.

The full text of the public hearing items may be obtained no later than September 11, 2020 on the County's website:

https://www.orangecountync.gov/1707/BOCC-Agendas

Information will also be available from the Orange County Planning Department no later than September 4, 2020.

Questions regarding the proposals may be directed to the Orange County Planning Department via phone at (919) 245-2575 during normal office hours (8:00 a.m. to 5:00 p.m., Monday through Friday) or by calling the Current Planning Supervisor, Mr. Michael Harvey, directly at (919) 245-2597.

You may also e-mail questions to planningdept@orangecountync.gov.

Written comments to the Board of County Commissioners can be sent via e-mail to ocbocc@orangecountync.gov. Written comments can also be dropped off at the Planning Department offices at 131 W. Margaret Lane, 2nd floor, Hillsborough, NC during normal office hours or mailed to the Planning Department at P.O. Box 8181, Hillsborough, NC 27278.

Sincerely,

Craig Benedict, AICP
Planning Director
Orange County

NOTICE OF PUBLIC HEARING
ORANGE COUNTY BOARD OF COMMISSIONERS

The Orange County Board of Commissioners will hold public hearings on Tuesday, September 15, 2020 at 7:00 PM for the purpose of giving all interested residents an opportunity to speak for or against the items below. Due to current public health concerns, the hearings will be held on-line and pre-registration is required.

The meeting will be live streamed at the following web address for those who wish to only view the meeting: www.orangecountync.gov/967/Meeting-Videos

To register to speak at the public hearing, please send an email to ocpubliccomment@orangecountync.gov no later than 3:00 PM on the day of the hearing and indicate you wish to speak during the hearing.

When submitting the request to speak, include the following:

- The date of the meeting
- The number and title of the agenda item (from the list below) you wish to speak on
- Your name, address, email and phone number
- The phone number must be the number you plan to call in from if participating by phone

After registering to speak, an email that contains instructions and a link to sign up to access the hearing will be sent to the email address used to register.

If you do not have access to an internet-enabled computer and would like to phone in to access the hearing, please call the office of the Clerk to the Board after September 9, 2020 at 919-245-2130 and a staff member will provide you with the call-in number.

Public Hearing Items:

1. **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):** In accordance with the provisions of Section 2.3 *Comprehensive Plan Amendments* of the Unified Development Ordinance, the Planning Director has initiated amendments to the Central Orange Coordinated Area (COCA) Land Use Plan and to the Orange County Comprehensive Plan Future Land Use Map (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. The affected parcels are as follows:

Parcel Identification Number (PIN)	Entire or Partial Parcel to be Changed?	Acreage Proposed to be Changed	FLUM only or "Both" COCA and FLUM
9862998894	Partial	11.69	Both
9872087570	Partial	0.03	Both
9872095945	Partial	1.64	Both
9872098324	Partial	7.45	Both
9872183072	Partial	0.02	Both
9872187626	Partial	7.98	Both
9872188329	Partial	1.87	Both
9872191961	Entire	1.18	Both
9872193459	Entire	10.23	Both
9872196844	Entire	3.26	Both
9872198336	Entire	10.44	Both
9872286360	Partial	0.04	Both
9872286779	Partial	0.59	Both
9872292222	Entire	10.18	Both
9872298289	Partial	7.99	Both
9873007189	Entire	1.06	FLUM only
9873008345	Entire	2.71	FLUM only
9873104230	Entire	4.45	Both
9873104310	Partial	0.72	FLUM only
9873108103	Entire	3.51	Both

The Orange County Planning Board, at its August 5, 2020 regular meeting, voted 6-4 to recommend approval of the proposed amendments. Clarification of the motion voted upon was deemed necessary and the Planning Board considered a clarified motion at its special meeting on August 19, 2020 when the board voted 6-4 to recommend approval of the amendments. Agenda materials from these meetings can be viewed at: http://orangecountync.gov/AgendaCenter/Planning-Board-26

2. **Zoning Atlas Amendment**: In accordance with the provisions of Section 2.8 *Zoning Atlas and Unified Development Ordinance Amendments*, the Planning Director has initiated action to rezone 8 parcels totaling 45.96 acres.

   A. Six parcels (identified with the following PINs: 9873-11-4636, 9873-11-7506, 9873-11-5415, 9873-11-9450, 9873-11-7247, and 9873-10-7937):

      From: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point and Major Transportation Corridor (MTC) Overlay District.

      To: Economic Development Hillsborough Limited Office (EDH-2) and Major Transportation Corridor (MTC) Overlay District.

   B. One parcel (PIN 9873-10-4310):

      From: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point, Major Transportation Corridor (MTC) Overlay District, Rural Residential (R-1).

To: Economic Development Hillsborough Limited Office (EDH-2), Major Transportation Corridor (MTC) Overlay District, Rural Residential (R-1).

C. One parcel (PIN 9873-20-2388):

FROM: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point and Major Transportation Corridor (MTC) Overlay District.

TO: Economic Development Hillsborough Office/Retail (EDH-4) and Major Transportation Corridor (MTC) Overlay District.

The parcels are located in Hillsborough Township, south of Interstate 40 and east of Old Highway 86.

The purpose of the rezoning is to return these 8 properties back to their original zoning designation in place prior to the approval of the MPD-CZ for Settlers Point. If approved, development of these properties will be regulated consistent with the provisions of the Unified Development Ordinance (UDO) rather than the various conditions associated with the approval of the MPD-CZ for Settlers Point.

The Orange County Planning Board, at its August 5, 2020 regular meeting, voted 10-0 to recommend approval of the proposed amendment. Agenda materials for this meeting, including maps, can be viewed at: http://orangecountync.gov/AgendaCenter/ViewFile/Agenda/_08052020-1013

3. **Zoning Atlas Amendment (Master Plan Development Application – Research Triangle Logistical Park) :** In accordance with the provisions of Section 2.8 *Zoning Atlas and Unified Development Ordinance Amendments* of the Unified Development Ordinance, an applicant has applied to rezone 3 parcels, totaling approximately 180 acres, for a Master Planned Development – Conditional Zoning (MPD-CZ) for Research Triangle Logistical Park in the Hillsborough Economic Development District (EDD) south of Interstate 40 and west of Old Highway 86, within Hillsborough Township. The parcels are currently zoned:

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

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

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

Note: The portion of the parcel north of the Interstate is not proposed to be rezoned.

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

Note: The small portion of this parcel zoned RB, approximately 26,000 square feet in area along Davis Road, is not proposed to be rezoned. It will remain zoned RB.

The Orange County Planning Board began review of this application at its August 5, 2020 regular meeting and continued review at a special meeting on August 19, 2020. At the August 19 special meeting, the Planning Board voted 6-4 to recommend approval of the application. Agenda materials from these meetings can be viewed at: http://orangecountync.gov/AgendaCenter/Planning-Board-26

Substantial changes in items presented at the public hearing may be made following the receipt of comments made at the public hearing. In accordance with Session Law 2020-3 (Senate Bill 704), Section 4.31(a), which pertains to remote meetings during declared emergencies, written comments on items heard at a public hearing are accepted for 24 hours after the public hearing is closed and the Board of County Commissioners shall not make a decision on public hearing items until after the 24-hour period for written comments has concluded.

The full text of the public hearing items may be obtained no later than September 11, 2020 on the County's website:
https://www.orangecountync.gov/1707/BOCC-Agendas
Information will also be available from the Orange County Planning Department (contact information below) no later than September 4, 2020.

Questions regarding the proposals may be directed to the Orange County Planning Department via phone at (919) 245-2575 during normal office hours (8:00 a.m. to 5:00 p.m., Monday through Friday). You may also e-mail questions to planningdept@orangecountync.gov. Written comments to the Board of County Commissioners can be sent via e-mail to ocbocc@orangecountync.gov. Written comments can also be dropped off at the Planning Department offices at 131 W. Margaret Lane, 2nd floor, Hillsborough, NC during normal office hours or mailed to the Planning Department at P.O. Box 8181, Hillsborough, NC 27278.

PUBLISH:	The Herald Sun	News of Orange
	September 2, 2020	September 2, 2020
	September 9, 2020	September 9, 2020

Attachment 4

Brief history and summary of land use classifications - Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan:

Since the early 2000's, Orange County and the Town of Hillsborough have worked cooperatively to prepare a 'comprehensive vision' outlining strategic growth management strategies in and around the Town's corporate limits.

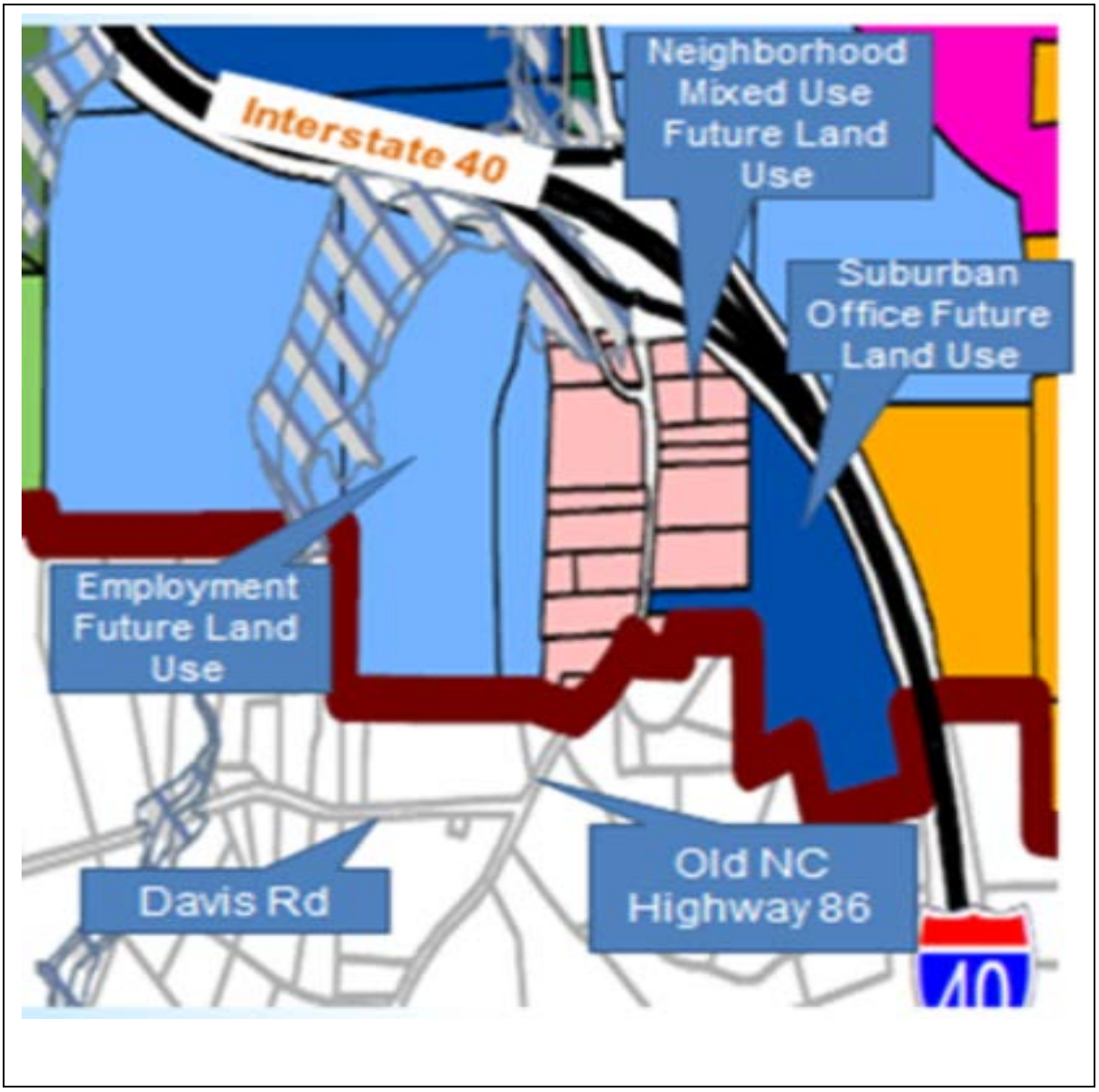
This work has included identifying anticipated locations for high intensity residential and non-residential developments, areas where it was reasonable to extend public utility services (i.e. water/sewer) to support development activities, etc.

These efforts led, in 2009, to the adoption of a Hillsborough-Orange Interlocal Land Management Agreement. Part of this agreement called for the development of a joint land use plan identifying where the County and Town would work together to encourage/promote development consistent with available public utility services.

In 2013, the Town adopted a Future Land Use Plan identifying its urban service areas (i.e. areas where utilities would be provided). This plan included areas within the County's planning jurisdiction as being viable for utility services.

These efforts led to the creation/finalization of the Central Orange Coordinated Area (COCA) Land Use Plan, a joint effort between the Town and County identifying areas acceptable for urban style growth.

The BOCC reviewed the COCA at a September 9, 2013 public hearing and adopted same on November 5, 2013. COCA establishes the following land use categories for properties south of Interstate 40:



These land use categories are defined within the COCA as follows:

- ***Employment areas.*** *These areas include a wide range of business, light industrial, office, research and development, along with related/support services uses including restaurants, small scale retail and convenience shopping/services. Buildings and uses will be sited to limit the visual impact of service and warehousing operations, while still providing convenience for business functionality. These areas are in prime locations with good access to major road networks (where capacity exists or is planned) and rail if needed and should be reserved for high return employment generating uses.* ***Zoning Districts: High Intensity Commercial; Business Park; Economic Development District; Light Industrial, General Industrial; Entranceway Special Use; Special Design Special Use.***

STAFF COMMENT: This land use category impacts property west of Old NC Highway 86 and is included herein only for educational purposes. This land use category does not involve/impact the 8 parcels subject to staff's zoning atlas amendment recommendation.

- ***Neighborhood Mixed Use.*** *These areas provide opportunities for goods and services that residents of the district and surrounding neighborhoods need on a daily basis. Lots with this designation will front on an arterial or collector street and back up to single family neighborhoods. Buildings and uses will generally be in scale with the surrounding neighborhoods and be walkable as well as providing vehicular access. Sites may be single use or, mixed use, may incorporate residential uses or may be solely residential at a higher density than the adjacent neighborhood.* ***Zoning Districts: R-10; Multi-family; Neighborhood Business; Neighborhood Business Special Use; Central Commercial; Central Commercial Special Use; Multi-Family Special Use; Residential Special Use.***

- ***Suburban Office Complex.*** *These areas provide opportunities to for office and employment enterprises which do not rely on walk-in customers or have a manufacturing component. Businesses may be large or small but will generally arrange themselves in a campus setting with limited walkability and supporting services. Developments of this type should be kept small in nature to limit the peak transportation impact and limited vitality.* ***Zoning Districts: Limited Office; Office Institutional; Business Park; Economic Development District; Entranceway Special Use; Special Design Special Use.***

Attachment 5

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

A Planning Director initiated amendment to the Zoning Atlas to rezone 8 parcels as follows:

Lot Number	Parcel Identification Number (PIN)	Township	Owner of Record	Current Zoning District	Proposed Zoning District
1	9873-11-4636	Hillsborough	Michael Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
2	9873-11-7506	Hillsborough	Michael Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
3	9873-11-5415	Hillsborough	Michael Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
4	9873-11-9450	Hillsborough	Paul Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
5	9873-11-7247	Hillsborough	Cathy Fuquay Cynthia Bessoir	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
6	9873-10-7937	Hillsborough	Steven and Jesse Kaufman	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
7	9873-10-4310	Hillsborough	Beatrice Brooks	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District Rural Residential (R-1)	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District. Rural Residential (R-1)
8	9873-20-2388	Hillsborough	Robert and Lucille Ayers ETAL	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Office/Retail (EDH-4) Major Transportation Corridor (MTC) Overlay District.

The BOCC 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 the 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 ED-1.5:

        Identify barriers to development of desirable businesses and local businesses, and mitigate these barriers.

        The atlas amendment is consistent with this goal and objective as it eliminates the need for the parcels to comply with development criteria associated with a previously approved Master Plan Development Conditional Zoning (MPD-CZ) district. This district, commonly referred to as Settlers Point, is being modified. These 8 parcels will have difficulty meeting established development conditions/standards due to the proposed modification. By rezoning these parcels, the County will be providing opportunities for each lot to be developed consistent with applicable County land use standards as embodied within the UDO.

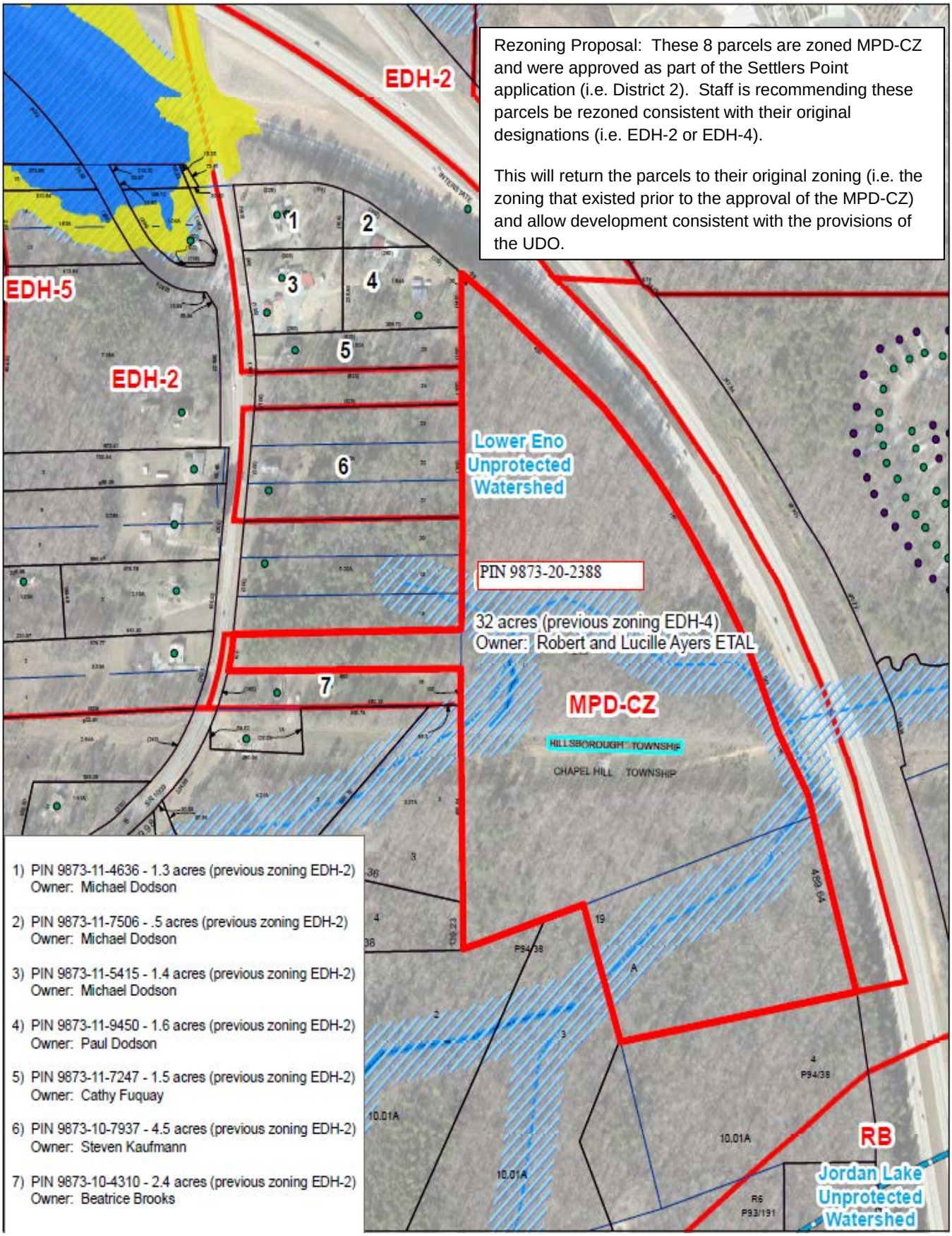
c. The amendment is reasonable and in the public interest because it:

    1. Modifies 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.

The Board of County Commissioners hereby adopts this Statement of Consistency and findings expressed herein.

_____ _____

Penny Rich, Chair Date


Rezoning Proposal: These 8 parcels are zoned MPD-CZ and were approved as part of the Settlers Point application (i.e. District 2). Staff is recommending these parcels be rezoned consistent with their original designations (i.e. EDH-2 or EDH-4).
This will return the parcels to their original zoning (i.e. the zoning that existed prior to the approval of the MPD-CZ) and allow development consistent with the provisions of the UDO.
EDH-2
EDH-5
EDH-2
1
2
3
4
5
6
7
Lower Eno Unprotected Watershed
PIN 9873-20-2388
32 acres (previous zoning EDH-4)
Owner: Robert and Lucille Ayers ETAL
MPD-CZ
HILLSBOROUGH TOWNSHIP
CHAPEL HILL TOWNSHIP
RB
Jordan Lake Unprotected Watershed
1) PIN 9873-11-4636 - 1.3 acres (previous zoning EDH-2) Owner: Michael Dodson
2) PIN 9873-11-7506 - .5 acres (previous zoning EDH-2) Owner: Michael Dodson
3) PIN 9873-11-5415 - 1.4 acres (previous zoning EDH-2) Owner: Michael Dodson
4) PIN 9873-11-9450 - 1.6 acres (previous zoning EDH-2) Owner: Paul Dodson
5) PIN 9873-11-7247 - 1.5 acres (previous zoning EDH-2) Owner: Cathy Fuquay
6) PIN 9873-10-7937 - 4.5 acres (previous zoning EDH-2) Owner: Steven Kaufmann
7) PIN 9873-10-4310 - 2.4 acres (previous zoning EDH-2) Owner: Beatrice Brooks

Ordinance #:ORD-2020-021

AN ORDINANCE AMENDING
THE ORANGE COUNTY ZONING ATLAS

WHEREAS, Orange County has initiated amendments to the Orange County Zoning Atlas, as established in Section 1.2 of the Orange County Unified Development Ordinance (UDO), and

WHEREAS, the proposed rezoning consists of the following:

Lot Number	Parcel Identification Number (PIN)	Township	Owner of Record	Current Zoning District	Proposed Zoning District
1	9873-11-4636	Hillsborough	Michael Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
2	9873-11-7506	Hillsborough	Michael Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
3	9873-11-5415	Hillsborough	Michael Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
4	9873-11-9450	Hillsborough	Paul Dodson	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
5	9873-11-7247	Hillsborough	Cathy Fuquay Cynthia Bessoir	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
6	9873-10-7937	Hillsborough	Steven and Jesse Kaufman	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District.
7	9873-10-4310	Hillsborough	Beatrice Brooks	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District Rural Residential (R-1)	Economic Development Hillsborough Limited Office (EDH-2) Major Transportation Corridor (MTC) Overlay District. Rural Residential (R-1)

8	9873-20-2388	Hillsborough	Robert and Lucille Ayers ETAL	Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point; Major Transportation Corridor (MTC) Overlay District	Economic Development Hillsborough Office/Retail (EDH-4) Major Transportation Corridor (MTC) Overlay District.

WHEREAS, the proposal has been found to be consistent with the 2030 Orange County Comprehensive Plan, and

WHEREAS, the requirements of Section 2.8 of the UDO have been deemed complete, and

WHEREAS, the Board has found the proposed zoning atlas amendment to be reasonably necessary to promote the public health, safety, and general welfare.

BE IT ORDAINED by the Board of Commissioners of Orange County that the Orange County Zoning Atlas is hereby amended to rezone the areas described above and depicted on the attached maps.

BE IT FURTHER ORDAINED THAT this ordinance be placed in the book of published ordinances and that this ordinance is effective upon its adoption.

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

I, David Hunt, Deputy 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

_____
Deputy Clerk to the Board of Commissioners

ORANGE COUNTY
BOARD OF COMMISSIONERS
ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 5-c

SUBJECT: 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. Hillsborough/Orange County COCA Land Use Plan Amendment Map
2. Orange County 2030 Comprehensive Plan Amendment Map
3. Excerpts of August 5, 2020 and August 19, 2020 Planning Board Meeting Minutes
4. Public Hearing Legal Ad
5. Resolution Amending COCA Land Use Plan and Orange County 2030 Comprehensive Plan

INFORMATION CONTACT:
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 hold a public hearing, receive the Planning Board recommendation and public comment, close the public hearing, and schedule action for a specific future date on a County-initiated request to amend the:

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

The amendments to these long-range plans work together to expand the southern boundary of the Hillsborough Economic Development area.

BACKGROUND: Orange County and the Town of Hillsborough have been discussing potential expansion of the Hillsborough Economic Development area for several years as the County continued work towards investing in a sewer “trunk line”, south of Interstate 40 and west of Old Highway 86, in accordance with its Capital Improvement Plan developed in 2012. With an eye towards maximizing the use of the sewer line, there is interest in designating additional lands that could be served via a “gravity sewer line” for non-residential purposes. In addition, Orange County evaluates the amount of land available for economic development, and due to lands being developed as the UNC Hospital and Durham Technical Community College over the last few years, the limited supply in this area was considered for expansion.

At its June 6, 2017 meeting, the BOCC approved amendments to the Water and Sewer Management, Planning, and Boundary Agreement (WASMPBA) to expand the Hillsborough Primary Service Area. All parties have since approved the WASMPBA amendment, with the

Town of Hillsborough Board as the last party to approve it in October 2017. Because of language included in the approval resolutions, the WASMPBA amendment is to become effective when the joint land use plan is amended to reflect the expanded Urban Service Area and assigned a future land use classification. Some of these background details, including notice to the Board when the land use plan amendments would be forthcoming, were included as an Information Item on the Board's June 16, 2020 agenda. The link to that Information Item is: http://server3.co.orange.nc.us:8088/WebLink/0/doc/62679/Page1.aspx

In accordance with the provisions of Section 2.3 *Comprehensive Plan Amendments* of the Unified Development Ordinance, the Planning Director has initiated amendments to the Central Orange Coordinated Area (COCA) Land Use Plan and to the Orange County Comprehensive Plan Future Land Use Map (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 (Attachment 1). The amendments related to the FLUM affect 20 parcels (in whole or part) encompassing 89 acres (Attachment 2). The COCA proposed land use category is Suburban Office and the FLUM proposed category is Economic Development. These related amendments are being proposed to prescribe the land uses that will be allowed in the expanded area for Economic Development.

1. The *Town of Hillsborough/Orange County Central Orange Coordinated Area (COCA) Land Use Plan* is a joint land use document that defines the locations of future land use categories to help achieve a desired and coordinated pattern of development over time. The COCA Land Use Plan includes several urban-style land use categories that are more specific than those provided in the County's Comprehensive Plan, which covers a much larger geographic area. Implementation of the COCA Land Use Plan is achieved through consistency with the County's Comprehensive Plan Future Land Use Map, application of County zoning, and a coordinated approach to rezoning. The amendment proposes a "Suburban Office Complex" land use in the expansion area which would designate the area for office and employment, businesses in a campus setting, and limited supporting services. The proposed amendment also reflects the expansion of the Town's Urban Service Boundary consistent with the WASMPBA to provide water and sewer service to the area. As part of a joint land use plan, this amendment requires approval by the Town of Hillsborough and Orange County. The Town of Hillsborough has already taken action and unanimously approved the amendment as follows.

   Town of Hillsborough Approval Process:
   March 15, 2018 – Town Public Hearing and Planning Board recommendation
   March 26, 2018 – Hillsborough Town Board adopted

2. The *Orange County Comprehensive Plan Future Land Use Map (FLUM)* defines the location of future land use categories, consistent with any joint land use plans, and is designed to accommodate a particular combination of general land uses. The FLUM helps achieve a desired pattern of development over time and is implemented primarily through zoning. The proposed amendment to this plan would change the expansion area from a Rural Residential land use to an Economic Development Transition Activity Node, which would designate the area for light industrial, distribution, office, service/retail uses, and flex space (typically one-story buildings designed, constructed, and marketed as suitable for use as offices but able to accommodate other uses such as a warehouse, showroom, manufacturing assembly, or similar operations).

The County has not initiated any rezoning at this time. Currently, the area is zoned Rural Residential (R-1). However, approximately 12 acres of the proposed Research Triangle Logistics Park (RTLP) are located in the amendment area discussed herein. Any rezoning that comes forward in the future will require a subsequent item on a public hearing and finding that it is consistent with the plans.

Public Information Session
Planning staff held an on-line public information session on July 21, 2020 at 6:00 p.m. to review the County-initiated amendments to land use plans and zoning atlas, rezoning being a separate item processed concurrently. An overwhelming majority of all questions and comments were related to the developer-initiated rezoning and Research Triangle Logistics Park (RTLP) development proposal, which was not the focus of the session as the developer had held the required Neighborhood Information meeting a few days before the session for the County-initiated proposals. Questions and answers with regard to RTLP will be addressed by the developer through the process of BOCC consideration, and staff has also provided a Q & A document as part of the Zoning Atlas Amendment (Master Plan Development Application – RTLP) agenda materials, which is also on the agenda for this meeting.

Following is a link to additional information about the public information session, including a PowerPoint presentation: https://www.orangecountync.gov/1722/Current-Interest-Projects

Planning Board Recommendation: The Orange County Planning Board, at its August 5, 2020 regular meeting, voted 6-4 to recommend approval of the proposed amendments. Clarification of the motion voted upon was deemed necessary and the Planning Board considered a clarified motion at its special meeting on August 19, 2020 when the board voted 6-4 to recommend **approval** of the amendments. Excerpts of the minutes from this meeting are included in Attachment 3. Agenda materials from these meetings can be viewed at: http://orangecountync.gov/AgendaCenter/Planning-Board-26

Planning Director's Recommendation: The Planning Director recommends **approval** of the Resolution contained in Attachment 5, indicating consistency with the County's land use and economic development goals.

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.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goals are applicable to this item:

- **GOAL: ESTABLISH SUSTAINABLE AND EQUITABLE LAND-USE AND ENVIRONMENTAL POLICIES**
  The fair treatment and meaningful involvement of people of all races, cultures, incomes and educational levels with respect to the development and enforcement of environmental laws, regulations, policies, and decisions. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.
- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**

The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.

ENVIRONMENTAL IMPACT: There are no Orange County Environmental Responsibility Goal impacts associated with this item.

RECOMMENDATION(S): The Manager recommends the Board:

1. Receive the request;

2. Conduct the public hearing and accept comment;

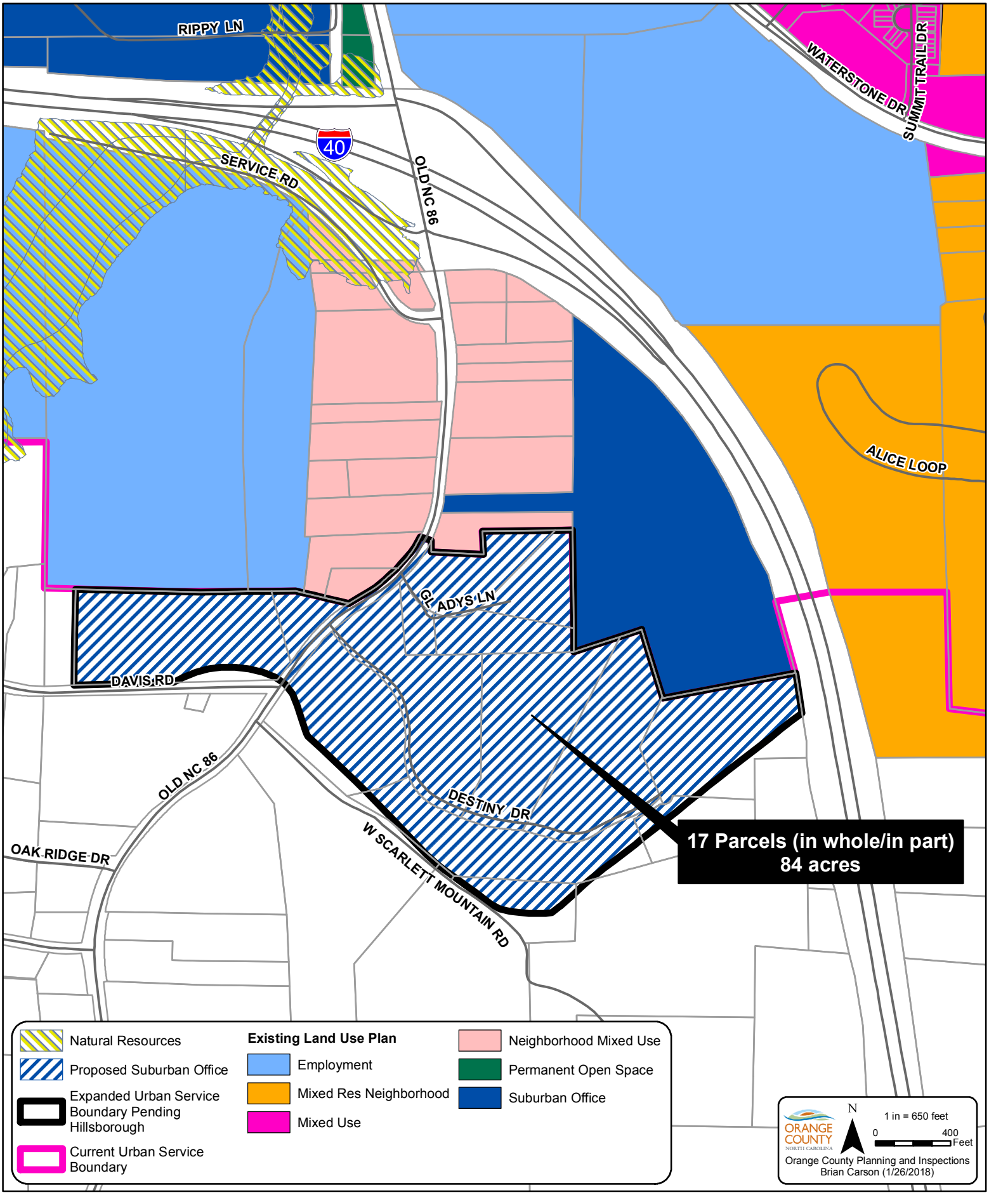
3. Close the public hearing;

4. Authorize the acceptance of written comment(s) via e-mail to the Board at (ocbocc@orangecountync.gov) or by delivery to the Planning Department's office at 131 West Margaret Lane, Hillsborough, North Carolina 27278, until 9:00 a.m. on Thursday, September 17, 2020; and

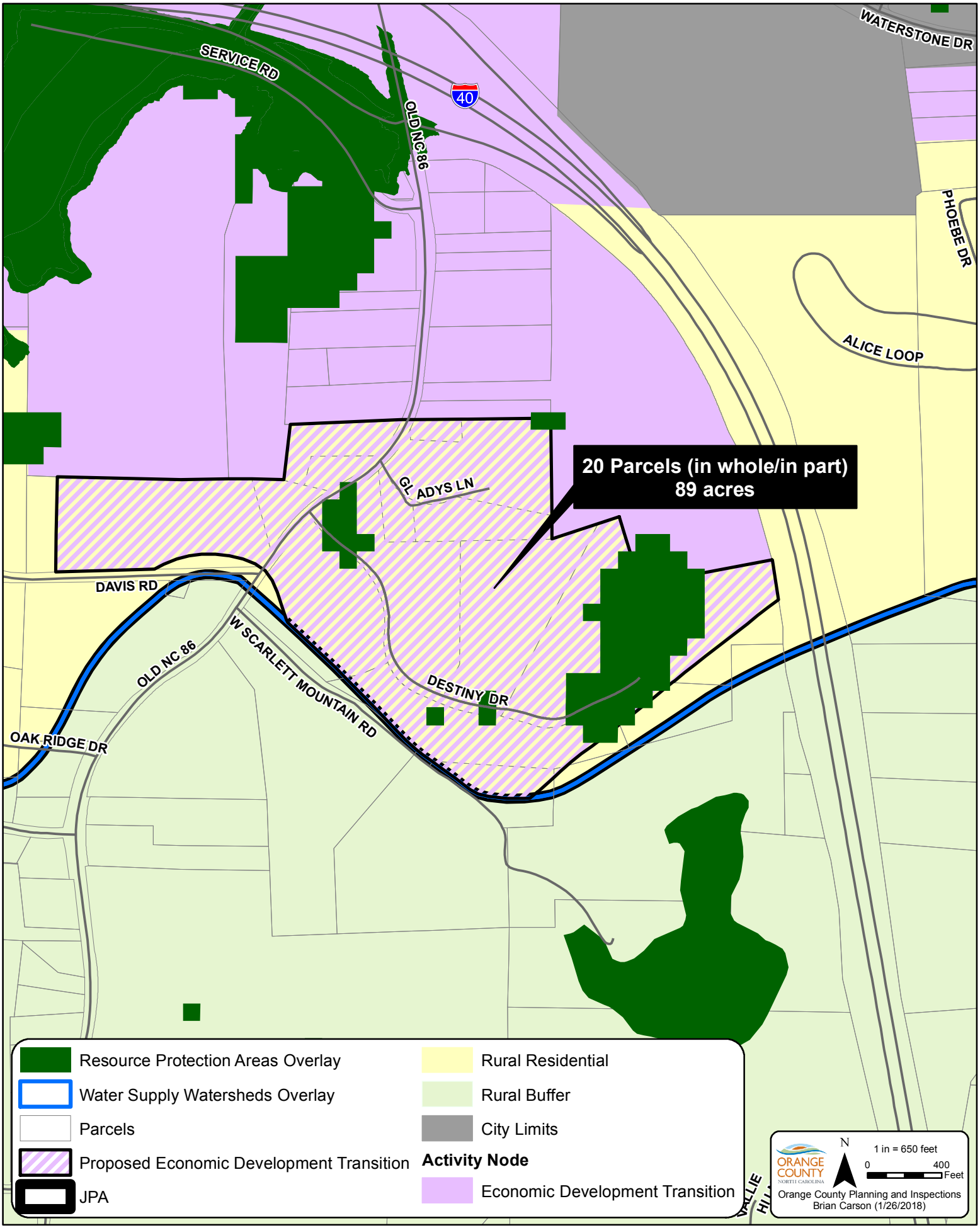
   (STAFF COMMENT: In accordance with Session Law 2020-3 Section 4.31(a), regarding remote meetings during declared emergencies, while voting may be allowed on the night of the meeting, Staff is recommending the Board vote at a subsequent meeting. Session Law 2020-3 further allows the record to be supplemented by written comments on items heard at a public hearing by accepting written comments for 24 hours after the public hearing is closed. Due to the late hour at which this public hearing is expected to conclude, Staff is recommending an additional period of time in excess of this 24-hour period to accept written comments.)

5. Schedule a vote to approve the Resolution in Attachment 5 amending the COCA Land Use Plan and the Orange County Comprehensive Plan FLUM at the Board's October 6, 2020 Business meeting, as recommended by the Planning Board and Planning Director. No additional public comments shall be received on this item at the October 6 Business meeting.

Proposed Town of Hillsborough/Orange County Central Orange Coordinated Area Land Use Plan



Orange County Comprehensive Plan Future Land Use Map



ATTACHMENT 3
MEETING MINUTES EXCERPT
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)

EXCERPT

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 was actually carried out, as I understand it, as part of a timber operation and consistent with a forest management plan to harvest 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. The Settlers Point applicant has not pulled out of anything and the properties have been rezoned. As I understand it the applicant for the project chose not to move forward with initiation of development plans activities due to utility extension issues. 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

David Blankfard, Chair

MEETING MINUTES EXCERPT
ORANGE COUNTY PLANNING BOARD
AUGUST 19, 2020
SPECIAL MEETING
(Due to current public health concerns, this meeting was held virtually.
Members of the Planning Board, staff and public participated remotely)

Excerpt

AGENDA ITEM 7: 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 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. 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

David Blankfard: Item 7 is to clarify a vote that we took on the 5th and any comments need to be in regards to this clarification. Comments pertaining to the RTLP application are going to be at a later time which is up next. Can I get a new motion for Item 7?

Randy Marshall: I believe the motion would amend Orange County's zoning atlas as established in Section 1.2 of the Orange County UDO and whereas the proposed rezoning consist of the 8 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 has 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 map.

Tom Altieri: Chair Blankfard, Tom Altieri, Orange County Comprehensive Planning Supervisor. Good Evening, if I could just say a few words about this item. I think it would be helpful and I can reference page numbers that are in your packet that I think would be helpful as well. So thank you for your service to the Planning Board members. The purpose of this item is to clarify the motion that was made at the August 5th Planning Board Meeting and to revote on the County initiated amendments to the Land Use Plans. In your agenda packet, this item is on pages 33-38. While the intent of the Boards' action was clear on August 5th , through review of the meeting recording, staff discovered that the motion included reading from materials related to a subsequent agenda item. Planning staff is not suggesting that the Board revisit its discussion but rather to repeat the correct motion and revote so that the minutes of tonight's meeting can be crystal clear. The draft minutes are an informational item in your packet. This item is discussed on pages 15 to 16, which would be the discussion that you had on this item at your August 5th meeting. The Planning Director's recommendation is included in your abstract which is on page 34 and that is to approve the resolution contained in attachment 1 which is right after the abstract, pages 35 – 37. What we need from the Board this evening is to recommend to the County Commissioners approval of the resolution, which is attachment 1, reflecting the proposed Land Use Plan Amendments. We need a second to that motion and then a roll call vote. That concludes my introduction.

(Randy Marshall nodded head in agreement to this clarifying language)

David Blankfard asked for a second to the motion, as clarified by Mr. Altieri. Adam Beeman seconded.

ROLLCALL VOTE:
Melissa Poole: No
Randy Marshall: Yes
Adam Beeman: Yes

Susan Hunter:	Yes
Patricia Roberts:	Yes
Carrie Fletcher:	No
Hunter Spitzer:	No
Alexandra Allman:	Yes
Kim Piracci:	No
David Blankfard:	Yes

MOTION PASSED 6-4

David Blankfard, Chair

Attachment 4

NOTICE OF PUBLIC HEARING
ORANGE COUNTY BOARD OF COMMISSIONERS

The Orange County Board of Commissioners will hold public hearings on Tuesday, September 15, 2020 at 7:00 PM for the purpose of giving all interested residents an opportunity to speak for or against the items below. Due to current public health concerns, the hearings will be held on-line and pre-registration is required.

The meeting will be live streamed at the following web address for those who wish to only view the meeting: www.orangecountync.gov/967/Meeting-Videos

To register to speak at the public hearing, please send an email to ocpubliccomment@orangecountync.gov no later than 3:00 PM on the day of the hearing and indicate you wish to speak during the hearing.

When submitting the request to speak, include the following:

- The date of the meeting
- The number and title of the agenda item (from the list below) you wish to speak on
- Your name, address, email and phone number
- The phone number must be the number you plan to call in from if participating by phone

After registering to speak, an email that contains instructions and a link to sign up to access the hearing will be sent to the email address used to register.

If you do not have access to an internet-enabled computer and would like to phone in to access the hearing, please call the office of the Clerk to the Board after September 9, 2020 at 919-245-2130 and a staff member will provide you with the call-in number.

Public Hearing Items:

1. **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):** In accordance with the provisions of Section 2.3 *Comprehensive Plan Amendments* of the Unified Development Ordinance, the Planning Director has initiated amendments to the Central Orange Coordinated Area (COCA) Land Use Plan and to the Orange County Comprehensive Plan Future Land Use Map (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. The affected parcels are as follows:

Parcel Identification Number (PIN)	Entire or Partial Parcel to be Changed?	Acreage Proposed to be Changed	FLUM only or "Both" COCA and FLUM
9862998894	Partial	11.69	Both
9872087570	Partial	0.03	Both
9872095945	Partial	1.64	Both
9872098324	Partial	7.45	Both
9872183072	Partial	0.02	Both
9872187626	Partial	7.98	Both
9872188329	Partial	1.87	Both
9872191961	Entire	1.18	Both
9872193459	Entire	10.23	Both
9872196844	Entire	3.26	Both
9872198336	Entire	10.44	Both
9872286360	Partial	0.04	Both
9872286779	Partial	0.59	Both
9872292222	Entire	10.18	Both
9872298289	Partial	7.99	Both
9873007189	Entire	1.06	FLUM only
9873008345	Entire	2.71	FLUM only
9873104230	Entire	4.45	Both
9873104310	Partial	0.72	FLUM only
9873108103	Entire	3.51	Both

The Orange County Planning Board, at its August 5, 2020 regular meeting, voted 6-4 to recommend approval of the proposed amendments. Clarification of the motion voted upon was deemed necessary and the Planning Board considered a clarified motion at its special meeting on August 19, 2020 when the board voted 6-4 to recommend approval of the amendments. Agenda materials from these meetings can be viewed at: http://orangecountync.gov/AgendaCenter/Planning-Board-26

2. **Zoning Atlas Amendment**: In accordance with the provisions of Section 2.8 *Zoning Atlas and Unified Development Ordinance Amendments*, the Planning Director has initiated action to rezone 8 parcels totaling 45.96 acres.

   A. Six parcels (identified with the following PINs: 9873-11-4636, 9873-11-7506, 9873-11-5415, 9873-11-9450, 9873-11-7247, and 9873-10-7937):

      From: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point and Major Transportation Corridor (MTC) Overlay District.

      To: Economic Development Hillsborough Limited Office (EDH-2) and Major Transportation Corridor (MTC) Overlay District.

   B. One parcel (PIN 9873-10-4310):

      From: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point, Major Transportation Corridor (MTC) Overlay District, Rural Residential (R-1).

To: Economic Development Hillsborough Limited Office (EDH-2), Major Transportation Corridor (MTC) Overlay District, Rural Residential (R-1).

C. One parcel (PIN 9873-20-2388):

FROM: Master Plan Development Conditional Zoning (MPD-CZ) Settlers Point and Major Transportation Corridor (MTC) Overlay District.

TO: Economic Development Hillsborough Office/Retail (EDH-4) and Major Transportation Corridor (MTC) Overlay District.

The parcels are located in Hillsborough Township, south of Interstate 40 and east of Old Highway 86.

The purpose of the rezoning is to return these 8 properties back to their original zoning designation in place prior to the approval of the MPD-CZ for Settlers Point. If approved, development of these properties will be regulated consistent with the provisions of the Unified Development Ordinance (UDO) rather than the various conditions associated with the approval of the MPD-CZ for Settlers Point.

The Orange County Planning Board, at its August 5, 2020 regular meeting, voted 10-0 to recommend approval of the proposed amendment. Agenda materials for this meeting, including maps, can be viewed at: http://orangecountync.gov/AgendaCenter/ViewFile/Agenda/_08052020-1013

3. **Zoning Atlas Amendment (Master Plan Development Application – Research Triangle Logistical Park) :** In accordance with the provisions of Section 2.8 *Zoning Atlas and Unified Development Ordinance Amendments* of the Unified Development Ordinance, an applicant has applied to rezone 3 parcels, totaling approximately 180 acres, for a Master Planned Development – Conditional Zoning (MPD-CZ) for Research Triangle Logistical Park in the Hillsborough Economic Development District (EDD) south of Interstate 40 and west of Old Highway 86, within Hillsborough Township. The parcels are currently zoned:

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

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

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

Note: The portion of the parcel north of the Interstate is not proposed to be rezoned.

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

Note: The small portion of this parcel zoned RB, approximately 26,000 square feet in area along Davis Road, is not proposed to be rezoned. It will remain zoned RB.

The Orange County Planning Board began review of this application at its August 5, 2020 regular meeting and continued review at a special meeting on August 19, 2020. At the August 19 special meeting, the Planning Board voted 6-4 to recommend approval of the application. Agenda materials from these meetings can be viewed at: http://orangecountync.gov/AgendaCenter/Planning-Board-26

Substantial changes in items presented at the public hearing may be made following the receipt of comments made at the public hearing. In accordance with Session Law 2020-3 (Senate Bill 704), Section 4.31(a), which pertains to remote meetings during declared emergencies, written comments on items heard at a public hearing are accepted for 24 hours after the public hearing is closed and the Board of County Commissioners shall not make a decision on public hearing items until after the 24-hour period for written comments has concluded.

The full text of the public hearing items may be obtained no later than September 11, 2020 on the County's website:
https://www.orangecountync.gov/1707/BOCC-Agendas
Information will also be available from the Orange County Planning Department (contact information below) no later than September 4, 2020.

Questions regarding the proposals may be directed to the Orange County Planning Department via phone at (919) 245-2575 during normal office hours (8:00 a.m. to 5:00 p.m., Monday through Friday). You may also e-mail questions to planningdept@orangecountync.gov. Written comments to the Board of County Commissioners can be sent via e-mail to ocbocc@orangecountync.gov. Written comments can also be dropped off at the Planning Department offices at 131 W. Margaret Lane, 2nd floor, Hillsborough, NC during normal office hours or mailed to the Planning Department at P.O. Box 8181, Hillsborough, NC 27278.

PUBLISH:	The Herald Sun	News of Orange
	September 2, 2020	September 2, 2020
	September 9, 2020	September 9, 2020

Resolution #:RES-2020-053

**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 businesses, and mitigate 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 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.)

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, David Hunt, Deputy 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

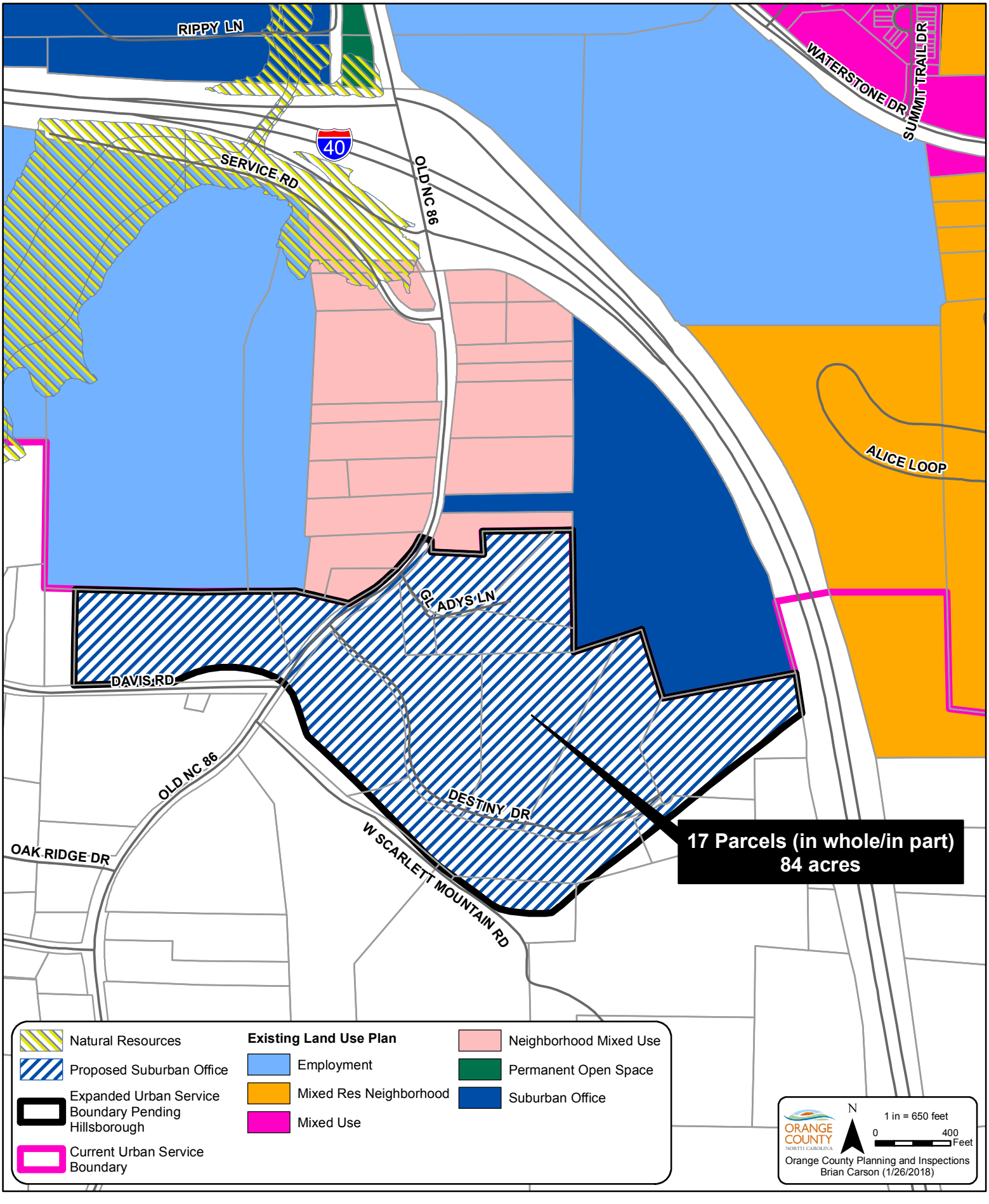
held on _____, 2020 as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of the said Board.

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

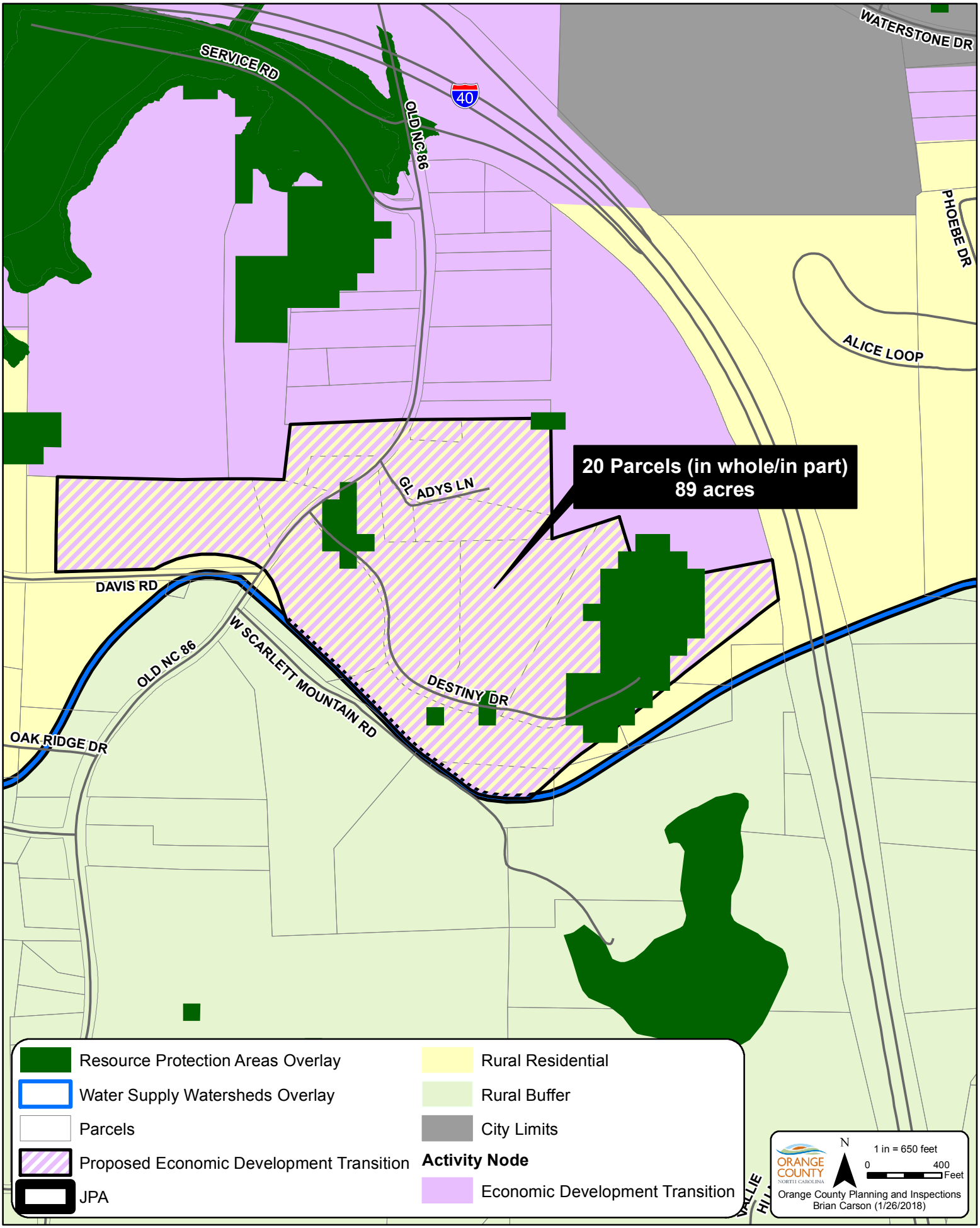
SEAL

_____
Deputy Clerk to the Board of Commissioners

Proposed Town of Hillsborough/Orange County Central Orange Coordinated Area Land Use Plan



Orange County Comprehensive Plan Future Land Use Map



ORANGE COUNTY
BOARD OF COMMISSIONERS

ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 5-d

SUBJECT: Public Hearing on CDBG-CV Grant Application for Emergency Housing Assistance

DEPARTMENT: Housing and Community Development

ATTACHMENT(S):
Attachment 1: Summary of CDBG-CV Grant
Attachment 2: Summary of Emergency Housing Assistance (EHA) Fund

INFORMATION CONTACT:
Emila Sutton, Director, Housing and Community Development, (919) 245-2490

PURPOSE: To hold a public hearing on a potential application from Orange County for Federal Community Development Block Grant – Coronavirus (CDBG-CV) funds.

BACKGROUND: On August 25, 2020, Governor Roy Cooper announced the availability of $28 million from federal Community Development Block Grant – Coronavirus (CDBG-CV) funding to be disbursed by the North Carolina Office of Recovery and Resiliency (NCORR) to support rental and utility payments and prevent evictions for those with a demonstrated need (see Attachment 1). The funding will be distributed to eligible community agencies around the state that will work directly with North Carolinians on an application and disbursement process.

Orange County staff proposes to apply for the CDBG-CV funds to be used with the County's existing Emergency Housing Assistance fund, which provides financial assistance to help Orange County residents with low incomes secure and maintain stable housing (see Attachment 2). Assistance is available to households in Orange County that earn no more than 60% of the area median income, have an urgent need for housing assistance, and do not have adequate savings to cover the cost of their housing need.

Before submitting an application, Orange County must hold two (2) public hearings to obtain public comments. The first public hearing – this hearing – occurs at the beginning of the application process. The second public hearing must be held after the application is drafted but prior to its submission.

FINANCIAL IMPACT: If Orange County is awarded CDBG-CV funds, up to $900,000 would become available for Emergency Housing Assistance.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goals are applicable to this item:

- **GOAL: FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**
  The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender or sexual orientation; national origin or ethnic background; age; military service; disability; and familial, residential or economic status.
- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**
  The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.
- **GOAL: CREATE A SAFE COMMUNITY**
  The reduction of risks from vehicle/traffic accidents, childhood and senior injuries, gang activity, substance abuse and domestic violence.

ENVIRONMENTAL IMPACT: There are no Orange County Environmental Responsibility Goal impacts applicable to this item.

RECOMMENDATION(S): The Manager recommends that the Board conduct the public hearing and accept comment on the potential for Orange County to apply for CDBG-CV funds to be used for Emergency Housing Assistance.

INTRODUCTION

NC Commerce's Rural Economic Development Division (REDD) will administer the ***Community Development Block Grant Coronavirus (CDBG-CV)*** funds awarded to the State by the U. S. Department of Housing and Urban Development (HUD) to support North Carolina's COVID-19 response efforts. This allocation was authorized by the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), Public Law 116-136, which was signed by President Trump on March 27, 2020, to respond to the growing effects of this historic public health crisis. Initially, REDD makes available approximately $27.5 million through awarding grants to non-entitlement communities (i.e., incorporated municipalities under 50,000 and counties under 200,000 in population).

The ***North Carolina CDBG-CV*** Program is designed to help a non-entitlement municipality or county to prepare, prevent, or respond to the health and economic impacts of COVID-19. The activities must be most critical to their locality and primarily for their low- and moderate-income residents. Beginning September 1, 2020, REDD will award CDBG-CV funds on a first-come, first-served basis with a focus on local needs identified by the community in collaboration with state and local health officials. Applicants may view current COVID-19 metrics on the North Carolina Department of Health and Human Services website at https://covid19.ncdhhs.gov/ .

AREAS OF FOCUS FOR CORONAVIRUS RESPONSE

As noted by Governor Roy Cooper, "efforts to support families, small business, and economic recovery remain critical" during the COVID-19 pandemic. In support of these public health and economic recovery goals, ***North Carolina CDBG-CV*** Program projects must incorporate at least one of the following as an area of focus:

- ☐ ***Support families and communities through telehealth support and other public services.***
- ☐ ***Protect the most vulnerable and high-risk populations.***
- ☐ ***Assist small businesses with economic recovery.***
- ☐ ***Address testing, tracing, and trends.***

FUNDING PRIORITIES BY ELIGIBLE ACTIVITY

The State has established the following funding priorities by eligible activity:

- **Public Service:** The priority in this category is subsistence payments to prevent evictions and utility disconnections. Food distribution, testing and diagnosis, and employment training for health care workers on the frontlines are also prioritized.

- **Public Facilities:** The priority in this category is broadband services and enhancing internet access that supports increased connectivity to schools, jobs, and healthcare. This category also includes building rehabilitation or improvements to support activities such as repurposing buildings into patient treatment centers.

- **Economic Development:** The priority in this category is to provide financial assistance to businesses with 100 or fewer employees, including microenterprises with five or fewer employees. The focus is to support businesses that manufacture medical supplies, and to help small businesses impacted by COVID-19 create and retain jobs.

ORANGE COUNTY HOUSING & COMMUNITY DEVELOPMENT

Emergency Housing Assistance (EHA)

The Emergency Housing Assistance fund was created under the Risk Mitigation and Housing Displacement Fund to help Orange County residents with low incomes secure and maintain stable housing. Assistance is available to households in Orange County that (1) earn no more than 60% of the area median income (AMI), (2) have an urgent need for housing assistance, and (3) do not have adequate savings to cover the cost of their housing need.

The most current income limits for Orange County are:

- 1-person household: $38,220
- 2-person household: $43,680
- 3-person household: $49,140
- 4-person household: $54,540
- 5-person household: $58,920
- 6-person household: $63,084
- 7-person household: $67,680
- 8-person household: $72,000

Eligible Costs

Emergency Housing Assistance may pay for security deposits, utility connections and arrears, rental payments and arrears, and, in certain emergency situations and upon OCHCD approval, other urgent housing-related costs (e.g., moving costs), especially for hard-to-house individuals and families, such as large families with children, seniors, people with disabilities, veterans, and people with justice system involvement. Emergency Housing Assistance may not duplicate any assistance provided by any other program.

Maximum Assistance

The total amount of assistance provided to any household may not exceed $6,500. Rent and utility payments may only cover arrears and/or payments for the current month or next upcoming month; assistance will not be granted for months further in the future. For example, if an applicant applies on June 15, assistance may be granted to cover any arrears for past rent owed, rent owed in the current month (June), rent to be owed in the upcoming month (July), but not for rent owed in future months (August or beyond). However, applicants may request assistance again in future months, if needed, up to the $4,000 maximum.

How to Apply for EHA

Option 1: Online Application Portal

1. Go to our online application portal: https://portal.neighborlysoftware.com/ORANGECOUNTYNC/Participant/

ORANGE COUNTY HOUSING & COMMUNITY DEVELOPMENT

2. Create an account, confirm it using the link that will be sent to your email, and sign into your account.
3. Under "Start a New Application", select Emergency Housing Assistance, and create an application. Along with submitting the application, you will be required to provide:
    a. Documentation verifying total gross household income
    b. Documentation verifying total household savings/assets/cash
    c. Copy of the lease or other documentation from the landlord showing the amount of funds needed (as applicable)
    d. Statement or invoice from utility provider (as applicable)
4. Be sure to click "Complete & Continue" after each section of the application is complete. You can also click "Save" to come back and complete a section later.
5. Submit your application through the portal once all sections are complete.

Option 2: Apply by Email

1. Complete an Emergency Housing Assistance application (which can be downloaded from the "Documents" section) and provide:
    a. Documentation verifying total gross household income*
    b. Documentation verifying total household savings/assets/cash*
    c. Copy of the lease or other documentation from the landlord showing the amount of funds needed (as applicable)
    d. Statement or invoice from utility provider (as applicable)
2. Submit your application and attachments by email to **HousingHelp@orangecountync.gov**

** See the EHA Application for a checklist of the acceptable source documentation*

Documents

- EHA Application (English)
- Solicitud para Asistencia de Vivienda de Emergencia (Espanol)
- EHA and Housing Helpline Flyer
- Folleto del Programa de Asistencia de Vivienda de Emergencia y la Linea de Ayuda de Vivienda (Espanol)
- EHA and Housing Helpline Progress Report
- Risk Mitigation and Housing Displacement Fund Policies

Questions?

Contact the Housing Helpline at HousingHelp@orangecountync.gov or 919-245-2655

ORANGE COUNTY
BOARD OF COMMISSIONERS
ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 6-a

SUBJECT: Proposed Naming of the Whitted Building Meeting Room as the Donna Baker Boardroom

DEPARTMENT: County Manager

ATTACHMENT(S):
Orange County Property Naming Policy

INFORMATION CONTACT:
Bonnie Hammersley, 919-245-2306

PURPOSE: To consider stating the Board's intent to adopt a resolution for the naming of the Whitted Building Meeting Room as the Donna Baker Boardroom.

BACKGROUND: Donna Baker, Clerk to the Orange County Board of Commissioners, passed away unexpectedly at her home in Orange County on July 31, 2020. Donna was appointed Clerk to the Board in June 2002 and served as Clerk for over 18 years. Donna served the residents of Orange County and a total of 18 different members of the Board of Commissioners as a dependable, smart, dedicated, steadfast, and calming spirit.

Donna Baker is remembered for her spirit, her energy and her innumerable contributions to Orange County. Donna treated County residents with special warmth when they came to her for help. She was a dedicated public servant, especially to the Board of Orange County Commissioners.

In memory and appreciation of Donna's dedication and commitment, the proposal to name the Whitted Building Meeting Room as the Donna Baker Boardroom is presented to the Board of Orange County Commissioners for consideration.

FINANCIAL IMPACT: The financial impact will be signage (plaque) not to exceed $2,000 from the Board of Orange County Commissioners' miscellaneous account.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goal is applicable to this item:

- **GOAL: ENABLE FULL CIVIC PARTICIPATION**
  Ensure that Orange County residents are able to engage government through voting and volunteering by eliminating disparities in participation and barriers to participation.

ENVIRONMENTAL IMPACT: There is no Orange County Environmental Responsibility Goal impact associated with this item.

RECOMMENDATION(S): The Manager recommends that the Board:

1) receive this information;
2) consider stating its intent to consider adopting a resolution at a future meeting naming the Whitted Building Meeting Room as the Donna Baker Boardroom; and
3) if the Board states that intent, direct staff to present a proposed resolution to the Board at a future meeting.

POLICY FOR INSERTION INTO THE POLICY MANUAL

MEETING DATE: February 21, 1989 NUMBER: A-0390

EFFECTIVE DATE: February 21, 1989 REVISIONS: November 9, 2005
March 3, 2009
November 17, 2015
December 16, 2016

POLICY: Orange County Property Naming Policy

Policy "Policy Statement"

County owned buildings, facilities and land shall bear such names as the Orange County Board of Commissioners shall approve pursuant to this policy. This policy follows all applicable local, state and federal laws, rules and regulations.

Purpose

This policy is to establish the Board of County Commissioners as the responsible authority for naming of County buildings, facilities, and land.

Guidelines

2.1. The naming of public buildings, facilities and land shall be done only by the Board of County Commissioners by resolution adopted by majority vote.

2.1.1. Property to be given names or titles shall be either owned by Orange County government or leased by Orange County government for its use.

2.1.2. Properties to be named or given a title include county-owned or leased buildings.

2.1.3. Official names or titles for property belonging to the County shall only be changed by the Board of County Commissioners as it deems appropriate after a public participation process.

2.1.4. Current names for property belonging to the County shall remain the same unless changed by the Board of County Commissioners upon relocation or change in function of the property.

2.1.5. Property belonging to Orange County may be named for living persons with the following qualifications.

a. Any areas or rooms in buildings, other physical facilities, collections of books, records or other printed or audio-visual materials, land or water areas

b. Living persons who secure funding and/or make a significant contribution to the life and well being of Orange County.

c. Leased property that has been conferred a name by the lessor that is a person's name need not be renamed if it has locational or other value

2.1.6 Official names or titles for property belonging to or leased by the County shall be based upon geographical, historical, ecological, functional, or other such factors as the Board of County Commissioners deems appropriate. If a geographical reference of locational value is derived from the name of a person, such as a street name, it may be used in naming County property.

a. A public building/facility under construction/renovation or land purchased for park development or conservation/preservation will be given a "working title" which will only become the official title of the property when formally approved as such by the BOCC

b. Memorial naming of a public building, facility or land is in addition to the official title of the building/facility/land and is bestowed in accordance with Section 2.2 of this policy

c. Leased property naming will respect historical names that may already be attached to the facility or as may be negotiated with the owner of the building.

2.1.7 Exceptions to this policy of naming property belonging to the County may be made by the Board of County Commissioners as it deems appropriate.

2.1.8 This policy does not apply to the naming of public streets, roads, alleys and other similar thoroughfares.

2.1.9 This policy shall not be construed as the mechanism for selling the permanent naming rights to County structures, buildings, facilities or land.

2.2. Memorial Naming (in honor of a deceased individual) of Public Buildings, Facilities, or Land: In the event Orange County wishes to honor a deceased individual by naming a public building, facility or land after such an individual, the following shall apply:

2.2.1. The person who is being honored by such a memorial shall have made a significant contribution to the well-being and betterment of Orange County.

2.2.2. The party requesting a memorial shall submit a brief biography of the person to Orange County government for recording purposes.

2.2.3. The memorial naming of a public building, facility or land will be in addition to the official name as defined in Section 2.1.6 of this policy.

2.2.4. Renaming a public building, facility or land which has previously been named in honor of or in memorial to an individual shall only be done in extraordinary circumstances as determined by the Board.

Procedures

2.3. A public building/facility under construction/renovation or land purchased for park development or conservation/preservation shall be given a "working title" by staff for easy identification of the property.

2.4. The proposed naming of a public building, facility or land may be generated in the following manner.

a. Staff shall recommend to the BOCC an official title of the public building, facility or land in accordance with Section 2.1.6 of this policy. Such recommended by staff will be made prior to the completion of any project to construct, renovate or develop the property.

b. Any person, firm or association may propose a name for a County owned building, facility or land by submitting the proposal in writing to the County Manager or Clerk to the Board.

c. Under certain circumstances the BOCC may wish to set in place a public process for soliciting input in the official naming of a public building, facility or land.

2.5. The County Manager shall prepare a report with recommendations for the proposed naming of the public building, facility or land and present it to the BOCC for consideration at a regularly scheduled public meeting.

2.6. Upon receipt of the report and the recommendations of the manager the BOCC will state its intent to consider the adoption of a resolution for the naming or renaming of the public building, facility or land at the next or some subsequent meeting as determined by the BOCC.

2.7. The Board may determine the public building, facility or land is of significant public interest and direct a notice be published informing the public of the Board's intent to consider the naming or renaming of the public building, facility or land and fix a time and place for a public hearing on the question.

2.8. Upon approval of the resolution by the BOCC, the public building, facility or land shall bear the name assigned to it from and after the date of Board action or such subsequent date as the BOCC may prescribe.

ORANGE COUNTY
BOARD OF COMMISSIONERS

ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 6-b

SUBJECT: Orange County's Recommendations Regarding Goals for Inclusion in the North Carolina Association of County Commissioners' (NCACC) 2021-2022 Legislative Goals Package

DEPARTMENT: County Commissioners
County Manager

ATTACHMENT(S):

1) NCACC Legislative Goals Process Flowchart
2) Draft Resolution – Recommendations Regarding Goals for Inclusion in the North Carolina Association of County Commissioners' (NCACC) 2021-2022 Legislative Goals Package

UNDER SEPARATE COVER
3) North Carolina Association of County Commissioners' (NCACC) 2019-20 Legislative Goals ***(For reference purposes) Only available electronically at:*** *https://www.ncacc.org/734/2019-2020-Legislative-Goals*

INFORMATION CONTACT:
Commissioner Penny Rich, 245-2126
Commissioner Mark Dorosin, 245-2126
Bonnie Hammersley, County Manager, 245-2300
John Roberts, County Attorney, 245-2318
Greg Wilder, Manager's Office, 245-2314

PURPOSE: To consider and approve a Resolution Detailing Orange County's Recommendations Regarding Goals for Inclusion in the North Carolina Association of County Commissioners' (NCACC) 2021-2022 Legislative Goals Package.

BACKGROUND: Every two years, the North Carolina Association of County Commissioners (NCACC) organizes a process to develop a legislative goals package. The purpose of the package is to develop a consensus of broad support on legislative goals and issues for matters affecting North Carolina counties that may be addressed by the North Carolina General Assembly during the next two calendar years. The goals and issues included in the package, with their broad support, guide and strengthen NCACC representatives and staff as they converse with individual legislators and committees on legislative matters.

NCACC began the process to develop its 2021-2022 Legislative Goals Package in July 2020. North Carolina counties have been asked to submit proposed legislative goals for consideration for inclusion in the package by a September 30, 2020 submittal deadline. The NCACC Legislative Goals Process Flowchart is provided at Attachment 1.

The County's Legislative Issues Work Group (LIWG), including Commissioners Penny Rich and Mark Dorosin, County Attorney John Roberts, and County Manager's Office staff, has developed a draft resolution for Board consideration that outlines several proposed legislative goals for inclusion in NCACC's 2019-2020 package. **The LIWG's draft resolution is provided at Attachment 2.** The Board will likely want to discuss the draft resolution and possibly add to, delete from, and/or revise the language of the proposed goals included in the draft.

A copy of NCACC's 2019-20 Legislative Goals document (Attachment 3) is noted for reference purposes and is only available electronically at https://www.ncacc.org/734/2019-2020-Legislative-Goals. These goals for the previous biennium may provide some insight on potential goals to propose to NCACC for 2021-2022.

FINANCIAL IMPACT: There is no financial impact associated with consideration and approval of a Resolution Detailing Orange County's Recommendations Regarding Goals for Inclusion in the North Carolina Association of County Commissioners' (NCACC) 2021-2022 Legislative Goals Package.

SOCIAL JUSTICE IMPACT: There is no Orange County Social Justice Goal impact associated with this item.

ENVIRONMENTAL IMPACT: There is no Orange County Environmental Responsibility Goal impact associated with this item.

RECOMMENDATION(S): The Manager recommends the Board:

1) Discuss potential goals for the North Carolina Association of County Commissioners' (NCACC) 2021-2022 Legislative Goals Package;
2) Discuss and consider the LIWG's draft Resolution Detailing Orange County's Recommendations Regarding Goals for Inclusion in the North Carolina Association of County Commissioners' (NCACC) 2021-2022 Legislative Goals Package (Attachment 2);
3) Add to, delete from, and/or revise the language of the proposed goals included in the draft resolution;
4) Approve and authorize the Chair to sign the resolution as presented or amended; and
5) Direct the Clerk to the Board's Office to forward the approved resolution and any other related materials to NCACC by the September 30, 2020 deadline.

Attachment 1

NCACC Legislative Goals Process

July - September
Commissioners & Boards Submit Proposed Goals

Goals Referred to Steering Committee

September - October
Steering Committees Consider & Recommend

Goals Referred to Legislative Goals Committee

October - November
Legislative Goals Committee Considers & Recommends

Goals Referred to Board of Directors

December
Board Considers & Approves Goals

December
New Boards Take Office, Consider & Select Delegates

January
Delegates Approve Goals at Legislative Goals Conference

ORANGE COUNTY BOARD OF COMMISSIONERS

Resolution Detailing Orange County's Recommendations Regarding Goals for Inclusion in the North Carolina Association of County Commissioners' (NCACC) 2021-2022 Legislative Goals Package

WHEREAS, the North Carolina Association of County Commissioners (NCACC) organizes a process every two years to adopt a legislative goals package representing the collective interests of North Carolina counties; and

WHEREAS, the purpose of the process is to develop broad support for matters affecting counties that may be addressed by the North Carolina General Assembly during the upcoming legislative biennium; and

WHEREAS, the goals and issues included in the NCACC package guide and strengthen NCACC representatives and staff as they converse with individual legislators and committees on legislative matters; and

WHEREAS, NCACC has begun the process to develop its 2021-2022 Legislative Goals Package and requested Orange County and all other North Carolina counties to submit proposed legislative goals by September 30, 2020 for consideration for inclusion in the 2021-2022 Legislative Goals Package; and

WHEREAS, Orange County believes there are many issues of importance to all North Carolina counties that should be included as goals in NCACC's 2021-2022 Legislative Goals Package;

NOW THEREFORE we, the Orange County Board of Commissioners, do hereby recommend that NCACC include the following goals in the NCACC 2021-2022 Legislative Goals Package:

1) **Broadband/Digital Infrastructure** – Support legislation, funding, and other efforts that provide counties with flexibility and opportunities to support options for increasing access to high-speed internet connectivity and expanding digital infrastructure/broadband capability to the un-served and under-served areas of the state. Access to high speed internet connections will reduce disparities, enhance quality of life for all the State's residents, and broaden opportunities in areas such as education, jobs creation, small business development, health care, civic participation, and growth in farm enterprises;

2) **Minimum Wage Increase** – Support legislation to raise the minimum wage for all, not just employees of the State of North Carolina, to enhance people's economic security, improve access to safe and secure housing, boost the economy with increased

spending, decrease dependence on government assistance programs, and improve the lives of families;

3) **Abolish State Death Penalty** – Support legislation to abolish the State of North Carolina's death penalty;

4) **Expansion of Protected Classes** – Seek statewide legislative action to provide all North Carolina local governments with the authority to include sexual orientation and gender identity as protected classes in order to protect these classes from discrimination and discriminatory practices; and authorize complaints for discrimination to be brought in North Carolina Courts by any Equal Employment Opportunity Commission recognized protected class;

5) **School Impact Fee Authority –** Support legislation authorizing all North Carolina local government jurisdictions providing funding for public education to levy impact fees on new residential development to help pay for school construction. The North Carolina General Assembly approved legislation in the 1980's for some jurisdictions to levy these impact fees to support public school infrastructure. The authority to levy the fee to support school facility needs should be available to all local government jurisdictions providing funding for public education;

6) **Full Funding of the *Leandro* Remedial Action Plan** – Support the full funding of the *Leandro* Remedial Action Plan, which details additional comprehensive, targeted education funding over the next eight years in order for the State to come into compliance with its constitutional obligation to provide every student a sound basic education;

7) **Repeal of the Monument Protection Act** – Support legislation that repeals the (so-called) Monument Protection Act which was enacted to protect confederate monuments and symbols in the wake of the murders of nine African Americans in South Carolina in 2015, and that restores the regulation of monuments or symbols on public property to local governments;

8) **Legalization of Marijuana** – Support legislation to legalize the possession and use of marijuana, permit licensed businesses to engage in retail sales to adults, and enhance revenue for governments with taxes, licenses, and other associated revenues that can be utilized to address opioid and other drug-related problems and other needs;

9) **Innovative Food Supply Chain Initiatives** – Support food supply chain initiatives and funding for equipment, supplies, and other

nonrecurring expenses to improve and spark innovation in food preservation and processing techniques to create a more secure and resilient supply chain and better prepare the State for emergencies that adversely impact the State's food supply;

10) **Voter Registration and Voting** – Support legislation to restore straight party ticket voting and provide public financing of judicial elections and eliminate any requirements for photograph identification;

11) **Non-Partisan Redistricting Process for Elections** – Support legislation to establish a process for an independent, non-partisan redistricting process after each United States Census for the election of representatives from North Carolina to the United States House of Representatives, the North Carolina House, and the North Carolina Senate;

12) **Legislative Leadership Term Limit** – Support legislation that limits the length of time a North Carolina General Assembly member can serve in the same leadership position to eight consecutive years;

13) **Fulfillment of Constitutional Duties** – Oppose any legislation, that seeks to exempt any government employee or agent from fulfilling his/her constitutional duties, including but not limited to guaranteeing the right to marry for same-sex residents of North Carolina;

14) **Bona Fide Farm Use** – Support legislation clarifying that the farm use and agriculture exemption of 153A-340 that restricts local zoning authority applies only to property on which the production of crops or livestock is the primary use. Clarify that marketing and agri-tourism activities must be secondary uses of the property and do not qualify for the exemption in the absence of the production of crops or livestock;

15) **Renewable Energy** – Support renewable energy initiatives available to residential, commercial, industrial and agricultural activities to create a market for energy credits. This support will provide incentives to produce renewable energy, which will become increasingly important to preserving and strengthening the economy and infrastructure, and in the case of agriculture help maintain rural heritage and culture;

16) **Bail Reform (Also known as 3DaysCount™)** – Support legislation to develop and fund a plan to implement 3DaysCount™ to help reduce unnecessary arrests by expanding the use of citations or summons, replace money bail with non-financial, least

restrictive conditions, restrict detention to the small number of people for whom no condition or combination of conditions can reasonably assure appearance in court and public safety, and reduce disparity within the pretrial justice system. Currently, indigent or poor people charged with crimes are often unable to get out of jail prior to trial because of their inability to pay (See EXHIBIT A – Resolution Supporting 3DaysCount™);

17) **Expansion of Medicaid Program** – Support legislation to increase access to the Medicaid program to make health insurance available to approximately 500,000 more North Carolina residents and as additional support for rural hospitals;

18) **Child Care** - Seek legislation to reverse changes made to the childcare subsidy program available to working families, including establishing eligibility for all children at 200% of the federal poverty level, to help many working parents who are trying to become more financial self-sufficient, and to prorate fees for children attending based on the hours attended;

19) **Mental Health** – Seek legislation to ensure that adequate State-funded mental health, developmental disability, and substance abuse services and facilities are available at the local level, accessible and affordable to all residents and that sufficient state resources fund service provision costs inclusive of sufficient crisis intervention and treatment, and to structure appropriate county participation in governance;

20) **People with Mental Health Issues in County Jails** – Support legislation to develop and fund a plan to reduce the number of people with mental health issues in county jails (See EXHIBIT B Regarding the National Association of Counties (NACo) Stepping Up Initiative);

21) **Smart Start and NC Pre-K** – Support legislation to increase and ensure secure and stable funding, enhanced quality early care and education, and family access and benefits in settings public and private.

22) **Priority School Issues** – Support legislation to address the following issues related to schools:
    a) Provide local school systems with calendar flexibility;
    b) Provide full funding for State allotments including Average Daily Membership (ADM) growth, and support legislation to provide for an overall increase in funding based on average daily memberships outside of the current formula system;
    c) Impose class size reductions commensurate with State funding for staffing; and

d) Maintain full funding for Driver Education;

23) **State/County Partnership for Education** – Seek legislation to establish a new state-county partnership to address statewide public school capital challenges--including but not limited to maintenance, renovation, construction and debt--through a dedicated, stable funding stream that is consistent from county to county and sufficient to meet the school facility needs of all 100 counties;

24) **Machinery Act** – Support local governments' need for more flexibility to remedy measurement and/or condition property appraisal errors related to local property tax functions. North Carolina property tax law substantially limits the ability of local governments to address property tax discrepancies, such as prohibiting the refund of prior years' taxes paid after a measurement and/or condition property appraisal error is discovered. Just as local governments can recoup prior years' property taxes from owners for "discoveries", local governments should likewise be authorized to refund prior years' taxes paid when situations such as measurement and/or condition property appraisal errors are discovered;

25) **Re-instatement of Earned Income Tax Credit** – Support legislation to re-instate the State Earned Income Tax Credit which greatly benefitted low wage earners until its elimination after the 2013 tax year;

26) **Homestead Exemption** – Support revisions to the Homestead Exemption provisions of the Machinery Act to:
   a) provide greater opportunities for low-income seniors to remain in their homes and not be displaced due to property tax burdens by approving a one-time ten percent (10%) increase in the base income qualification standard; and maintaining the current provisions which increase the income qualification standard each year based on any cost-of-living adjustment made to the benefits under Titles II and XVI of the Social Security Act for the preceding calendar year; and
   b) diminish the discriminatory features of the current exemption provisions relating to married couples by establishing graduated income qualification standards for single individuals versus married couples;

27) **Agriculture – Support Conservation of Working Lands and Farmland Preservation** – Support a revision to the revenue and acreage requirements of the Use Value Program to reduce

acreage requirements, balanced by increasing the income threshold;

28) **Sales Tax Distribution Formula** – Support legislation directing that all sales tax be distributed on a per capita basis as it is fair and more equitable for counties with less economic development as compared to the point of delivery basis. The UNC School of Government has indicated that a per capita basis tax "would indeed be a more even distribution of LOST revenue across the state";

29) **Maintain Local Government Authority over Solid Waste Management** – Oppose any shift of solid waste management and recycling services away from local governments;

30) **Electronics Recycling** – Support legislation to provide additional funding to local governments for electronics recycling to cover significant increased costs for recycling these materials and to oppose the lifting of restrictions on disposal of electronics in landfills;

31) **Transportation Funding** – Support increased state funding for transportation construction and maintenance needs, recognize Bike and Pedestrian modes of transportation, and support legislation to ensure that the STI funding formula recognizes that one size does not fit all and that projects in both rural and urban areas are prioritized and funded, and eliminate the cap on light rail funding;

32) **Oppose any shift of state transportation responsibilities to counties** – Oppose legislation to shift the state's responsibility for funding transportation construction and maintenance projects to counties. Counties cannot afford to assume costs for maintaining secondary roads and/or funding expansion projects;

33) **Eminent Domain** – Oppose adding language to a constitutional amendment on eminent domain that extends any further preemption of county authority to regulate the placement of telecommunication towers;

34) **Fees-In-Lieu – NCDOT as Additional Recipient** – Support legislation amending North Carolina General Statute 153A-331 to add a provision allowing counties to transfer fees collected as part of subdivision development, and in lieu of required street construction, to be transferred to and held by the North Carolina Department of Transportation (NCDOT) for the future construction of roads intended to be added to the State Maintained system. Presently there is no mechanism where a county can collect fees

in lieu of transportation improvement construction based on conditions agreed to by both parties during a conditional zoning process. These fees may be for a developer fair share of a future comprehensive intersection improvement but would not be built by NCDOT until other funding could be assigned to do a complete improvement;

35) **Revenue Options for Local Government** – Support efforts to preserve and expand the existing local revenue base of counties and authorize local option revenue sources already given to any other jurisdiction to all counties. Oppose efforts to divert to the state fees or taxes currently allocated to the counties or to erode existing county revenue streams;

36) **E-911 Funds** – Support protection and broader applications of the NC 9-1-1 Fund to be used primarily for assuring that 9-1-1 systems are able to upgrade existing performance levels in order to pay for 9-1-1 operations or 9-1-1 related upgrades such as the infrastructure needed to migrate to next-generation (NG911) technology. Orange County has appreciated past efforts and supports future initiatives to assure our citizens are provided continued access to emergency services from all sources;

37) **Land, Water and Agricultural Preservation Funding** – Support Park, Agricultural Preservation, Clean Water Management and other existing trust funds established for the protection of the State's land, water, biological resources, agriculture, and special places before they are irreversibly lost, and request that these funds receive additional funding, preferably through dedicated funding sources;

38) **County Jail System/Housing State Inmates Reimbursement** – Support legislation to protect the fiscal viability of the county jail system by reinstating reimbursement for state inmates housed in county jails sentenced to 90 days or less;

39) **Aquatic Vegetation Control** – Support legislation to provide for and fund a comprehensive statewide approach to noxious aquatic vegetation control in public water reservoirs;

40) **Concealed Weapons in Parks** –Seek legislation re-authorizing counties to fully regulate the carrying of concealed weapons on county-owned playgrounds and in county-owned parklands and authorize counties to prohibit the carrying of concealed weapons on county and county funded college/university campuses, in addition to playgrounds;

41) **Opioid Epidemic Efforts** – Support adequate funding for programs to provide and expand access for individuals with opioid use disorder to seek and complete treatment, and sustain recovery, as well as increased funding to collect data regarding opioid overdoses and to provide for additional law enforcement to investigate and enforce drug laws;

42) **Behavioral Health Services** – Support increased state funding for behavioral health services and facilities at the state and local level, including dedicated resources for community paramedicine projects. Support Medicaid reimbursement to EMS for behavioral health transport to crisis centers and structure appropriate county participation in behavioral health program governance;

43) **Adult Protective Services** – Support increased funding and legislation to strengthen adult protective services;

44) **Court Funding** – Support increased state funding for NC courts, including reinstating funding for drug treatment court;

45) **Crime Intervention Services** – Support legislation and state funding to provide early intervention services through the Juvenile Crime Prevention Councils, and support increased state funding for the prevention, intervention and treatment of adolescent substance abuse, gang involvement and domestic violence;

46) **Agricultural Economic Development** – Support state funding and staffing for agricultural research, Cooperative Extension services and other agriculture-related efforts to support the largest economic driver in North Carolina;

47) **Economic Development Efforts** – Support legislation to grow North Carolina's statewide economy through sound state investments, including public infrastructure funding, competitive incentives, and coordinated efforts with county economic development services;

48) **Exemption to 180 Day Temporary Electricity Connection Limit for Recreational Vehicles in a Campground or Other Similar Park** – Support legislation to provide an exemption to the current 180 day temporary utility connection limit as contained within the building code for individuals utilizing campers and/or recreational vehicles as temporary housing units while supporting/visiting family members undergoing treatment in local hospitals;

49) **Dangerous Dogs Determinations** – Support legislation to change current law so that dogs from dog fighting investigations and seizures are not automatically deemed dangerous without further

determination that the dogs alleged to have been owned or harbored for fighting demonstrate an increased potential for unprovoked attacks on persons or domestic animals, in order to alleviate the requirement to destroy these animals "sight unseen". Additionally, clarify at what point in the legal process a dog is "owned or harbored…for fighting," be it upon seizure, arrest, indictment, or conviction; and

50) **Legislative Study on Educational Requirements for Law Enforcement Officers** – Support legislation to establish a legislative study commission to review the current educational curriculum for law enforcement officers and make recommendations regarding potential modifications/additions. The overarching purpose of curriculum revision would be to instill in future LEOs some depth of understanding of the complex nature of the society they will serve. Potential topics for consideration include sociology, American history and literature, psychology, philosophy, and conflict resolution. In addition to members of the Senate and House, members should include a diverse array of experts in higher education, both in subject matter specialties and in curriculum development for adult learners. The commission's work should be completed within one year of commencement.

This the 15th day of September 2020.

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Penny Rich, Chair
Orange County Board of Commissioners

ORANGE COUNTY BOARD OF COMMISSIONERS

RESOLUTION SUPPORTING 3DaysCount™ – A NATIONWIDE EFFORT TO MAKE COMMUNITIES SAFER AND ENSURE BETTER OUTCOMES FOR ALL BY APPLYING COMMON SENSE SOLUTIONS TO WIDESPREAD PRETRIAL JUSTICE CHALLENGES

WHEREAS, nearly 12 million people are booked into United States jails each year, mostly for nonviolent misdemeanors; and

WHEREAS, more than 60 percent of people in jail are not convicted – detained before trial largely because they are too poor to post even small money bond amounts – costing local governments a nationwide aggregate of nearly $14 billion annually in incarceration expenses; and

WHEREAS, pretrial detention is deeply disruptive to people's lives and can have serious consequences, from interrupted education and medical treatment to lost jobs, housing, and even custody of children; and

WHEREAS, the money bail system places a disproportionate and unfair burden on people of color, who, on average, face higher bail amounts even as they have fewer resources as a result of chronic, systemic exclusion from economic opportunity; and

WHEREAS, research shows that when people who are most likely to appear in court and stay out of trouble are detained for even three days, they become more likely to be arrested for new criminal activity during the pretrial period compared to similar individuals released within just 24 hours; and

WHEREAS, the money bail system allows nearly half of those least likely to succeed on pretrial release to quickly buy their release from jail with little to no meaningful support or supervision, without regard for the needs of victims, witnesses, and the broader community; and

WHEREAS, the goals of 3DaysCount™ are to help states reduce unnecessary arrests by expanding the use of citations or summons, replace money bail with non-financial, least restrictive conditions, restrict detention to the small number of people for whom no condition or combination of conditions can reasonably assure appearance in court and public safety, and reduce disparity within the pretrial justice system; and

WHEREAS, Orange County has already implemented many of the recommendations of the Pretrial Justice Institute including internalizing the Pretrial Release program in the Criminal Justice Resource Department, using an evidence-based pretrial risk assessment tool, ensuring the presence of defense counsel at first appearances, increasing opportunities for pre-arrest diversion, employing mental health professionals to work directly with individuals incarcerated at our jail to assess and refer to treatment in the community and continuing to collect data and measure performance on our efforts;

NOW, THEREFORE BE IT RESOLVED, that the Orange County Board of Commissioners hereby endorses the goals of 3DaysCount™; and

BE IT FURTHER RESOLVED, that Orange County Board of Commissioners strongly urges our state-level stakeholders and government leaders to apply to join the Pretrial Justice Institute's 3DaysCount™ initiative.

This the 17th day of April 2018.

Mark Dorosin, Chair
Orange County Board of Commissioners

EXHIBIT B

PAF 9-1-2015
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Res-2015-038

ORANGE COUNTY BOARD OF COMMISSIONERS

Resolution Supporting "Stepping Up Initiative to Reduce the Number of People with Mental Illnesses in Jails"

WHEREAS, counties routinely provide treatment services to the estimated 2 million people with serious mental illnesses booked into jails each year; and

WHEREAS, prevalence rates of serious mental illnesses in confinement facilities are three to six times higher than for the general population, with statistics showing that almost 13% of North Carolina's prison population requires some type of intervention due to mental health issues; and

WHEREAS, almost three-quarters of adults with serious mental illnesses in jails have co-occurring substance use disorders; and

WHEREAS, adults with mental illnesses tend to stay longer in jail and upon release are at a higher risk of recidivism than people without these disorders; and

WHEREAS, county jails spend two to three times more on adults with mental illnesses that require interventions compared to those without these treatment needs; and

WHEREAS, without the appropriate treatment and services, people with mental illnesses can continue to cycle through the criminal justice system, often resulting in tragic outcomes for these individuals, their families, and their communities; and

WHEREAS, county jails are generally an unsafe environment for those with mental health treatment needs; and

WHEREAS, the North Carolina Association of County Commissioners has undertaken a serious effort to address the local service needs of those with mental illnesses through the appointment of a special Task Force; and

WHEREAS, Orange County, like all counties, takes pride in our responsibility to protect and enhance the health, welfare and safety of our residents in efficient, safe, and socially just ways; and

WHEREAS, through the Stepping Up Initiative, the National Association of Counties, the Council of State Governments Justice Center and the American Psychiatric Foundation are encouraging counties to reduce the number of people with mental illnesses in county jails;

NOW THEREFORE, be it resolved by the Orange County Board of Commissioners:

1. That the Board of Commissioners does hereby sign on to the Call to Action to reduce the number of people with mental illnesses in our county jail and commits to sharing lessons learned with other counties in North Carolina and across the country to support the Stepping Up Initiative; and

2. That the Board of Commissioners will utilize resources available through the Stepping Up Initiative and other resources provided by the Council of State Governments Justice Center to convene a diverse team of leaders and decision makers from multiple agencies who are committed to safely reducing the number of people with mental illnesses in jails, and

3. That this team will utilize the comprehensive resources available through the Stepping Up Initiative to develop a plan to reduce the number of people with mental illness in the county jail for 2016-2020, consistent with the Council of State Governments Justice Center report and recommendations, to be presented to the Board of Commissioners at its first meeting in December 2015.

This the 1st day of September, 2015.

Earl McKee

Earl McKee, Chair
Orange County Board of Commissioners

ORANGE COUNTY
BOARD OF COMMISSIONERS

ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 8-b

SUBJECT: Submission of 2021 Reappraisal Schedules of Values

DEPARTMENT: Tax Administration

ATTACHMENT(S):
Advertising Notice
North Carolina General Statute 105-317
Revaluation Frequently Asked Questions

UNDER SEPARATE COVER:
2021 Revaluation Schedules of Values
On file in the Tax Administration Office and Clerk's Office and Available Online at:
https://www.orangecountync.gov/878/Revaluation

INFORMATION CONTACT:
Nancy T. Freeman, Tax Administrator,
(919) 245-2735

PURPOSE: To:
1) Receive the proposed 2021 Reappraisal Schedules of Values (SOV);
2) Review a statutory-compliant timeline of the proposed adoption process; and
3) Schedule a public hearing on October 6, 2020 concerning adoption.

BACKGROUND: Per North Carolina General Statute (NCGS) 105-317(c)(1), "the [Tax] Assessor shall submit the proposed schedules, standards, and rules to the board of county commissioners not less than 21 days before the meeting at which they will be considered by the board. On the same day that these are submitted to the board for its consideration, the assessor shall file a copy of the proposed schedules, standard, and rules in his [or her] office where they shall remain available for public inspection."

In addition, NCGS 105-317(c)(2) states "upon receipt of the proposed schedules, standards, and rules, the board of commissioners shall publish a statement in a newspaper having general circulation in the county stating:

a. That the proposed schedules, standards, and rules to be used in appraising real property in the county have been submitted to the board of county commissioners and are available for public inspection in the assessor's office; and
b. The time and place of a public hearing on the proposed schedules, standard, and rules that shall be held by the board of county commissioners at least seven days before adopting the final schedules, standards, and rules."

The timeline for the 2021 Reappraisal Schedule of Values adoption process is as follows:

- September 15, 2020: Submission to Orange County Board of Commissioners
- September 16, 2020: Advertise in newspaper
- October 6, 2020: Public hearing on SOV
- November 5, 2020: Adoption of SOV
- November 6, 2020: Publish 1st notice of adoption
- November 13, 2020: Publish 2nd notice of adoption
- November 20, 2020: Publish 3rd notice of adoption
- November 27, 2020: Publish 4th notice of adoption
- December 5, 2020: Last day for taxpayer to appeal the SOV

FINANCIAL IMPACT: There is no financial impact associated with this item.

SOCIAL JUSTICE IMPACT: There is no Orange County Social Justice Goal impact associated with this item.

ENVIRONMENTAL IMPACT: There is no Orange County Environmental Responsibility Goal impact associated with this item.

RECOMMENDATION(S): The Manager recommends that the Board:

1) receive the proposed schedules, standards, and rules from the Tax Administrator;
2) schedule the public hearing on October 6, 2020 concerning their adoption; and
3) direct staff to publish in *The Herald-Sun*, the *News of Orange*, and *The News & Observer* the proper advertisements concerning the public inspection and public hearing times.

NOTICE OF ORDER

Per North Carolina General Statute 105-317(c)(1)(2), on Tuesday, September 15, 2020, the County Assessor submitted the proposed 2021 schedules of rules, standards, and values for market value and present–use value for the 2021 countywide reappraisal, to the Orange County Board of County Commissioners. The proposed schedules of rules, standards, and values will be available for public inspection at the Orange County Tax Administration Office on the second floor of the Gateway Center located at 228 South Churton Street in Hillsborough, and the Clerk to the Orange County Board of Commissioners Office at the Whitted Building located at 300 West Tryon Street in Hillsborough, between 8:00AM and 5:00PM, Monday through Friday. As we are not currently open to the public due to the current public health concerns, contact tax@orangecountync.gov or 919-245-2100, option 2 to schedule an appointment to review the copy on file or to request an electronic copy. In addition, it is available for review online at: https://www.orangecountync.gov/878/Revaluation

There will be a public hearing regarding the proposed schedule of rules, standards, and values at the regularly scheduled Board of County Commissioners meeting on October 6, 2020, which will be held virtually. View and listen at http://www.orangecountync.gov/967/Meeting-Videos. Provide written public comment by submitting to ocbocc@orangecountync.gov. Contact the Clerk to the Board by email ocpubliccomment@orangecountync.gov before 3:00PM on October 6, 2020 to speak during the meeting.

Article 19.

Administration of Real and Personal Property Appraisal.

§ 105-317. Appraisal of real property; adoption of schedules, standards, and rules.

(a) Whenever any real property is appraised it shall be the duty of the persons making appraisals:

(1) In determining the true value of land, to consider as to each tract, parcel, or lot separately listed at least its advantages and disadvantages as to location; zoning; quality of soil; waterpower; water privileges; dedication as a nature preserve; conservation or preservation agreements; mineral, quarry, or other valuable deposits; fertility; adaptability for agricultural, timber-producing, commercial, industrial, or other uses; past income; probable future income; and any other factors that may affect its value except growing crops of a seasonal or annual nature.

(2) In determining the true value of a building or other improvement, to consider at least its location; type of construction; age; replacement cost; cost; adaptability for residence, commercial, industrial, or other uses; past income; probable future income; and any other factors that may affect its value.

(3) To appraise partially completed buildings in accordance with the degree of completion on January 1.

(b) In preparation for each revaluation of real property required by G.S. 105-286, it shall be the duty of the assessor to see that:

(1) Uniform schedules of values, standards, and rules to be used in appraising real property at its true value and at its present-use value are prepared and are sufficiently detailed to enable those making appraisals to adhere to them in appraising real property.

(2) Repealed by Session Laws 1981, c. 678, s. 1.

(3) A separate property record be prepared for each tract, parcel, lot, or group of contiguous lots, which record shall show the information required for compliance with the provisions of G.S. 105-309 insofar as they deal with real property, as well as that required by this section. (The purpose of this subdivision is to require that individual property records be maintained in sufficient detail to enable property owners to ascertain the method, rules, and standards of value by which property is appraised.)

(4) The property characteristics considered in appraising each lot, parcel, tract, building, structure and improvement, in accordance with the schedules of values, standards, and rules, be accurately recorded on the appropriate property record.

(5) Upon the request of the owner, the board of equalization and review, or the board of county commissioners, any particular lot, parcel, tract, building, structure or improvement be actually visited and observed to verify the accuracy of property characteristics on record for that property.

(6) Each lot, parcel, tract, building, structure and improvement be separately appraised by a competent appraiser, either one appointed under the provisions of G.S. 105-296 or one employed under the provisions of G.S. 105-299.

(7) Notice is given in writing to the owner that he is entitled to have an actual visitation and observation of his property to verify the accuracy of property characteristics on record for that property.

(c) The values, standards, and rules required by subdivision (b)(1) shall be reviewed and approved by the board of county commissioners before January 1 of the year they are applied. The board of county commissioners may approve the schedules of values, standards, and rules to be used in appraising real property at its true value and at its present-use value either separately or simultaneously. Notice of the receipt and adoption by the board of county commissioners of either or both the true value and present-use value schedules, standards, and rules, and notice of a property owner's right to comment on and contest the schedules, standards, and rules shall be given as follows:

(1) The assessor shall submit the proposed schedules, standards, and rules to the board of county commissioners not less than 21 days before the meeting at which they will be considered by the board. On the same day that they are submitted to the board for its consideration, the assessor shall file a copy of the proposed schedules, standards, and rules in his office where they shall remain available for public inspection.

(2) Upon receipt of the proposed schedules, standards, and rules, the board of commissioners shall publish a statement in a newspaper having general circulation in the county stating:

a. That the proposed schedules, standards, and rules to be used in appraising real property in the county have been submitted to the board of county commissioners and are available for public inspection in the assessor's office; and

b. The time and place of a public hearing on the proposed schedules, standards, and rules that shall be held by the board of county commissioners at least seven days before adopting the final schedules, standards, and rules.

(3) When the board of county commissioners approves the final schedules, standards, and rules, it shall issue an order adopting them. Notice of this order shall be published once a week for four successive weeks in a newspaper having general circulation in the county, with the last publication being not less than seven days before the last day for challenging the validity of the schedules, standards, and rules by appeal to the Property Tax Commission. The notice shall state:

a. That the schedules, standards, and rules to be used in the next scheduled reappraisal of real property in the county have been adopted and are open to examination in the office of the assessor; and

b. That a property owner who asserts that the schedules, standards, and rules are invalid may except to the order and appeal therefrom to the Property Tax Commission within 30 days of the date when the notice of the order adopting the schedules, standards, and rules was first published.

(d) Before the board of county commissioners adopts the schedules of values, standards, and rules, the assessor may collect data needed to apply the schedules, standards, and rules to each parcel in the county. (1939, c. 310, s. 501; 1959, c. 704, s. 4; 1967, c. 944; 1971, c. 806, s. 1; 1973, c. 476, s. 193; c. 695, s. 5; 1981, c. 224; c. 678, s. 1; 1985, c. 216, s. 2; c. 628, s. 4; 1987, c. 45, s. 1; c. 295, s. 1; 1997-226, s. 5.)

ORANGE COUNTY TAX OFFICE
228 S CHURTON STREET, SUITE 200 PO BOX 8181
HILLSBOROUGH, NORTH CAROLINA 27278
Telephone (919) 245-2100 Fax (919) 644-3332
Nancy T. Freeman, Tax Administrator

10 Frequently Asked Questions on Revaluations

1. **WHAT IS A REVALUATION?**

Revaluation is a process by which all property tax assessments within a taxing jurisdiction (Orange County) are reassessed to their market value as of a specific revaluation date. It also is sometimes called a reappraisal or mass appraisal. The tax office, in this process, reassesses all real property (land, buildings and other improvements to the land) as of the revaluation date. Arms-length market sales are used to estimate new tax assessments during this process as well as other market data such as income/expense information and market building cost information. This updated tax assessment is effective, generally, until the next countywide revaluation. Orange County's next revaluation date is January 01, 2021, and tax assessments should reflect market value as of that date once the revaluation is completed.

2. **WHY HAVE A REVALUATION?**

The State of North Carolina requires counties to conduct a revaluation at least once every eight years (NCGS 105 – 286a). Its purpose is to redistribute the tax burden based on current market data. As time elapses between revaluations, properties may increase or decrease in market value at different rates. The State of North Carolina charges counties with assessing property based on current market data as of each revaluation date.

3. **WILL ALL PROPERTY VALUES CHANGE?**

Most likely, yes. However, not all property values will change at the same percentage. Market values may have increased or decreased more for some neighborhoods and property types than for others. One purpose of a revaluation is to ensure assessed values reflect changes that have occurred in the marketplace since the last countywide revaluation.

4. **WHY APPRAISE AT MARKET VALUE?**

North Carolina General Statute 105 – 283 requires counties to assess all property, both real and personal property, at its true value in money. True value shall be interpreted as meaning market value. NCGS 105 – 284 establishes a uniform assessment standard. This standard in effect penalizes counties if they are not assessing property at market value as of the date of last revaluation.

5. **WHO WILL DO THE WORK?**

The Orange County Tax Office is conducting this revaluation "in-house". This means our own personnel in the tax office will be evaluating properties along with current market data and establishing new tax assessments. In addition, we have contracted with professionals to assist us in specific data categories. By having the revaluation conducted with current personnel and supplemented by the expertise of additional professionals, we feel this will yield a high-quality revaluation and better tax assessments for your tax dollars.

6. **WHEN DOES THE REVALUATION TAKE EFFECT?**

Typical countywide revaluations take between 18 – 24 months to complete. Staff of the Orange County Tax Office has been reviewing market sales, compiling studies and maintaining a list of current tax base inventory since the last revaluation, January 01, 2017. Tax office appraisers began reviewing all properties for the 2021 revaluation in early 2019. Our current goal is to complete the process by the fourth quarter of 2020. The resulting values will be effective January 01, 2021. Real property tax bills mailed in July, 2021 will reflect the new revaluation tax assessment.

7. **WHEN CAN I FIND OUT MY NEW TAX ASSESSMENT?**

New value notices should be mailed to all taxpayers who own real property in Orange County between January, 2021 and March, 2021.

8. **WILL MY TAXES CHANGE AS A RESULT OF REVALUATION?**

Although the value of your property does affect your share of taxes, the actual amount you pay is determined by budgetary needs of the jurisdictions in which your property is located (county, city, fire districts, etc.). Governing boards of these taxing units decide what services the jurisdiction will provide in the coming year and how much money the jurisdiction will need to provide these services. A tax rate is then adopted to generate the necessary tax dollars.

9. **HOW ARE MARKET VALUES DETERMINED?**

Various tools are used to extract data from the market. Sales files, sales questionnaires, multiple listing service, revenue stamps, cost books and ratio studies are a few examples. The best source for establishing residential market values is arms-length sales of reasonably comparable properties. Such properties are similar in location, age, style, condition and other features that may have an effect on market value.

10. **WHAT IF I DISAGREE WITH MY NEW TAX ASSESSMENT?**

Instructions for appeal will be included with your new value notice. The first appeal level is an informal hearing with an Orange County Tax Office appraiser. Orange County will make personnel available to hold informal hearings with the property owner. During this informal session, the property record card is reviewed and you may request an actual site visit to your property. North Carolina General Statutes put the burden of proof on the property owner to show that a tax assessment is inaccurate. Keep in mind that the informal review will be to ensure your property is assessed at 100% of its fair market value as of the revaluation date, January 01, 2021. Therefore, an informal appeal could result in an increase, decrease or no change in assessment. A change in assessment will be considered only if the owner can demonstrate that the assessed value is more or less than market value as of January 01, 2021, or that it is inconsistent with assessments of similar properties. Assessments cannot be appealed based on (1) the percent of increase/decrease or (2) the taxpayer's ability to pay the tax. The tax office will send results of informal appeals via mail. The second level of appeal is to the Orange County Board of Equalization and Review. North Carolina then has a State Property Tax Commission that hears advanced appeals.

ORANGE COUNTY
BOARD OF COMMISSIONERS

ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 8-c

SUBJECT: Amendment to and Renewal of Health Services Agreement with Southern Health Partners for Medical Services at the Orange County Detention Center

DEPARTMENT: Sheriff's Office

ATTACHMENT(S):
Amendment #3

INFORMATION CONTACT:
Sheriff Charles S. Blackwood, 919.245.2900
Jennifer Galassi, Legal Advisor to the Sheriff, 919.245.2952

PURPOSE: To approve an amendment to and renewal of the Health Services Agreement with Southern Health Partners for medical services at the Orange County Detention Center.

BACKGROUND: Since 2009, the County has contracted with Southern Health Partners (SHP) to provide a structured and comprehensive medical program for inmates housed in the Orange County Detention Center (OCDC). Due to a decrease in average daily population (ADP), the Health Services Agreement with Southern Health Partners was renegotiated based on and ADP of 140 inmates.

FINANCIAL IMPACT: Upon approval of the renewal and amendment, the monthly contract price will decrease $8,760.00 per year ($730.00 per month) based on a reduced ADP from 180 to 140 inmates. The new contract price, effective September 1, 2020, will be $371,445.36 annually ($30,953.78 per month). If the ADP exceeds 140 inmates, the compensation payable to SHP shall be increased by a per diem rate of $1.45 for each inmate over 140.

Other financial obligations under the Agreement remain unchanged.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goals are applicable to this item:

- **GOAL: FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**
  The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender or sexual orientation; national origin or ethnic background; age; military service; disability; and familial residential or economic status.
- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**

The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.

- **GOAL: CREATE A SAFE COMMUNITY**
  The reduction of risks from vehicle/traffic accidents, childhood and senior injuries, gang activity, substance abuse and domestic violence.

ENVIRONMENTAL IMPACT: There is no Orange County Environmental Responsibility Goal impact associated with this item.

RECOMMENDATION(S): The Manager recommends that the Board approve the amendment and renewal of the Health Services Agreement with Southern Health Partners for medical services at the Orange County Detention Center; and authorize the Chair to sign on behalf of the Board.

AMENDMENT #3
TO
HEALTH SERVICES AGREEMENT

This AMENDMENT #3, to Health Services Agreement dated August 18, 2009, between Orange County, North Carolina (hereinafter referred to as "County", and Southern Health Partners, Inc., a Delaware Corporation, (hereinafter referred to as "SHP"), with services commencing on September 1, 2009, is entered into as of this _____ day of _____, 2020.

WITNESSETH:

WHEREAS, County and SHP desire to amend the Health Services Agreement dated August 18, 2009, between County and SHP.

NOW THEREFORE, in consideration of the covenants and promises hereinafter made, the parties hereto agree as follows:

Section 2.7 is hereby inserted with a new provision as follows:

2.7 Training of Personnel. SHP shall provide annual training courses in Cardiopulmonary Resuscitation (CPR) and First Aid, as requested by the County. The cost of certification shall be the responsibility of the County. SHP shall also provide additional training courses on a variety of topics, at no cost to the County, upon request by the County to SHP. Such training courses shall be scheduled by the County and SHP at a mutually agreed upon time and location. It is hereby acknowledged by the parties that any such training would be supplemental to any training required by the State or any other governmental body for correctional officers. The County recognizes and acknowledges that the County shall be responsible for training of its own employees and agents. County training of its own staff shall include training regarding intake and screening, and medical services for inmates, as required by federal and/or state statute, regulation, and/or law.

SHP recognizes that certain training of SHP medical staff may need to be accomplished by the County for the purposes of inmate interaction, and as may be required by statute, regulation and/or law. SHP may require reimbursement of these training period hours if they are over and above the contracted on-site hours as agreed upon within the proposal and this Agreement.

Section 4.4 is hereby inserted with a new provision as follows:

4.4 Officer Staffing Levels. It is understood SHP medical staff are given clearance to work and perform medical functions within the Jail. Should staffing levels of the correctional staff fall below an acceptable standard causing the SHP medical staff to be unable to complete such services in a timely manner, the County shall be responsible for the consequences of the same, for any resulting noncompliance with County, State, or Federal entity requirements or regulations, including, but not limited to, any resulting failed inspection and/or audit by County, State or Federal entity. SHP medical staff shall document and report such issues of backlogs created by inadequate officer staffing levels to the Jail Administrator. The County shall, upon notification by SHP, exercise every effort to bring officer staffing levels back up to standard within a reasonable period of time.

Section 5.5 is hereby inserted with a new provision as follows:

5.5 Infection Control – Personal Protective Equipment (PPE). SHP and County understand that adequate infection control PPE are essential and necessary for the health and safety of the agents, employees and subcontractors of SHP as well as for the health and safety of inmates and County's staff, consistent with the correctional setting. SHP shall be financially responsible for the reasonable costs

associated with providing sufficient infection control PPE for its employees and/or subcontractors in compliance with regular County, State or Federal entity requirements or regulations. In the instance of any outbreak, pandemic, jail directive/instruction, or other unusual infection control situation, additional PPE supplies and/or cost increases above SHP's usual practice and procedure shall be assessed back to the County either through a contracted cost pool structure or direct billing back to the County for reimbursement to SHP.

Section 6.1 is hereby replaced in its entirety by the following:

6.1 Term. This Agreement shall commence on September 1, 2009. The term of this Agreement shall end on June 30, 2021, and may be extended for additional one-year terms, if mutually agreeable to both parties, unless either party provides written notice to the other of its intent to terminate, or non-renew, in accordance with the provisions of Section No. 6.2 of this Agreement.

Section 6.2 is hereby replaced in its entirety by the following:

6.2 Termination. This Agreement, or any extension thereof, may be terminated as otherwise provided in this Agreement or as follows:

(a) Termination by agreement. In the event that each party mutually agrees in writing, this Agreement may be terminated on the terms and date stipulated therein.

(b) Termination for Cause. SHP shall have the right to terminate this Agreement at any time for Cause, which may be effected immediately after establishing the facts warranting the termination, and without any further obligation to County, by giving written notice and a statement of reasons to County in the event:

(i) the safety and security of SHP personnel is determined by SHP, in its sole discretion, to be compromised, either as a direct, or indirect, result of County's failure to provide adequate security services, the provision of which is a continuing precondition of SHP's obligation to perform work under this Agreement, or

(ii) County fails to compensate SHP for charges or fees due, either in whole, or in part, under this Agreement, according to the terms and provisions as stated herein.

Cause shall not, however, include any actions or circumstances constituting Cause under (i) or (ii) above if County cures such actions or circumstances within a specified period following delivery of written notice by SHP setting forth the actions or circumstances constituting Cause, during which period SHP may permit County, solely by express agreement, time to provide sufficient remedy to SHP's satisfaction. In all cases, this Agreement may be terminated immediately by SHP, without notice, if, in SHP's sole discretion, such immediate termination of services is necessary to preserve the safety and well-being of SHP personnel.

Upon such a termination for Cause, County acknowledges that, SHP shall be entitled to all compensation fees and charges due for services rendered hereunder, without penalty or liability to SHP, up through and including the last day of services, and further that, County shall be obligated to compensate SHP

accordingly for such services rendered up through and including the last day of services, consistent with the terms and provisions of this Agreement. If any costs relating to the period subsequent to such termination date have been paid by County in the case of (i) above, SHP shall promptly refund to County any such prepayment.

(c) Termination or non-renewal by Cancellation. This Agreement may be canceled or non-renewed without cause by either party upon thirty (30) days prior written notice in accordance with Section 9.3 of this Agreement.

(d) Annual Appropriations and Funding. This Agreement shall be subject to the annual appropriation of funds by the Orange County Board of Commissioners. Notwithstanding any provision herein to the contrary, in the event funds are not appropriated for this Agreement, County shall be entitled to immediately terminate this Agreement, without penalty or liability, except the payment of all contract fees due under this Agreement through and including the last day of service.

Section 7.1 is hereby replaced in its entirety by the following:

7.1 Base Compensation. During the term of this Agreement, effective July 1, 2020, through June 30, 2021, County will compensate SHP according to the following schedule of rates:

TWELVE-MONTH RENEWAL PERIOD Effective July 1, 2020, through June 30, 2021	TWELVE-MONTH ANNUALIZED PRICE AND MONTHLY INSTALLMENTS	AVERAGE DAILY POPULATION BASE LIMIT AND PER DIEM RATE
Two months running from July 1, 2020, through August 31, 2020	$380,205.36 $31,683.78 monthly	ADP limit: 180 inmates Per diem rate: $1.45
Ten months running from September 1, 2020, through June 30, 2021	$371,445.36 $30,953.78 monthly	ADP limit: 140 inmates Per diem rate: $1.45

The total amount of base compensation payable to SHP for the twelve-month period effective July 1, 2020, through June 30, 2021, will be $372,905.36. SHP will bill County approximately thirty days prior to the month in which services are to be rendered. County agrees to pay SHP prior to the tenth day of the month in which services are rendered. In the event this Agreement should commence or terminate on a date other than the first or last day of any calendar month, compensation to SHP will be prorated accordingly for the shortened month.

Section 7.2 is hereby replaced in its entirety by the following:

7.2 Increases in Inmate Population. County and SHP agree that, effective July 1, 2020, the annual base price is calculated based upon an average daily inmate population of up to 180. If the average daily inmate population exceeds 180 inmates for any given month, the compensation payable to SHP by County shall be increased by a per diem rate of $1.45 for each inmate over 180. The average

daily inmate resident population shall be calculated by adding the population or head count totals taken at a consistent time each day and dividing by the number of counts taken. The excess over an average of 180, if any, will be multiplied by the per diem rate and by the number of days in the month to arrive at the increase in compensation payable to SHP for that month. In all cases where adjustments become necessary, the invoice adjustment will be made on the invoice for a subsequent month's services. For example, if there is an average population for any given month of 185 inmates, resulting in an excess of five (5) inmates, then SHP shall receive additional compensation of five (5) times the per diem rate times the number of days in that month. The resulting amount will be an addition to the regular base fee and will be billed on a subsequent monthly invoice.

County and SHP agree that, effective September 1, 2020, the annual base price is calculated based upon an average daily inmate population of up to 140. If the average daily inmate population exceeds 140 inmates for any given month, the compensation payable to SHP by County shall be increased by a per diem rate of $1.45 for each inmate over 140. The average daily inmate resident population shall be calculated by adding the population or head count totals taken at a consistent time each day and dividing by the number of counts taken. The excess over an average of 140, if any, will be multiplied by the per diem rate and by the number of days in the month to arrive at the increase in compensation payable to SHP for that month. In all cases where adjustments become necessary, the invoice adjustment will be made on the invoice for a subsequent month's services. For example, if there is an average population for any given month of 145 inmates, resulting in an excess of five (5) inmates, then SHP shall receive additional compensation of five (5) times the per diem rate times the number of days in that month. The resulting amount will be an addition to the regular base fee and will be billed on a subsequent monthly invoice.

This per diem is intended to cover additional cost in those instances where minor, short-term changes in the inmate population result in the higher utilization of routine supplies and services. However, the per diem is not intended to provide for any additional fixed costs, such as new fixed staffing positions that might prove necessary if the inmate population grows significantly and if the population increase is sustained. In such cases, SHP reserves the right to negotiate for an increase to its staffing complement and its contract price in order to continue to provide services to the increased number of inmates and maintain the quality of care. This would be done with the full knowledge and agreement of the Jailer and other involved County officials, and following appropriate notification to County.

Section 9.3 is hereby replaced in its entirety by the following:

9.3 Notice. Unless otherwise provided herein, all notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand or delivered by certified or registered first-class mail (return receipt requested, postage prepaid) or Federal Express, UPS or other reputable overnight courier service (with signed delivery confirmation), and transmitted by electronic mail transmission, including PDF (with delivery and read receipt confirmation), and addressed to the appropriate party(s) at the following address and regularly-monitored electronic mail address of such party, or to any other person at any other address and regularly-monitored electronic mail address as may be designated in writing by the parties:

a. County: Orange County Board of Commissioners
300 W. Tryon St.
P O Box 8181
Hillsborough, North Carolina 28278
Email: _____
Attn: John Roberts, Attorney to the Board

b. SHP: Southern Health Partners, Inc.
2030 Hamilton Place Boulevard, Suite 140
Chattanooga, Tennessee 37421
Attn: President
Email: jennifer.hairsine@southernhealthpartners.com and
lacey.lafuze@southernhealthpartners.com

Notices shall be effective upon receipt regardless of the form used.

Section 9.17 is hereby inserted with a new provision as follows:

9.17 Non-solicitation. SHP takes pride in its staff and has a significant investment in the training and professional development of our employees and independent contractors; they are valued members of our business. As such, during the term of this Agreement or within one (1) year after this Agreement's termination, the County and its agents agree not to solicit any employee or independent contractor of SHP on behalf of the County or any other business enterprise, nor to induce any employee or independent contractor associated with SHP to terminate or breach an employment, contractual or other relationship with the SHP. The County hereby acknowledges (1) that SHP will suffer irreparable harm if the obligations under this Agreement are breached; and, (2) the County agrees to pay a professional replacement fee of Seven Thousand Five Hundred Dollars ($7,500.00) per employee or independent contractor to compensate SHP for the estimated cost of replacing said employee or independent contractor. The foregoing shall not apply to any SHP employee or independent contractor who may have been employed by the County directly prior to this agreement start date.

IN WITNESS WHEREOF, the parties have executed this Agreement in their official capacities with legal authority to do so.

ORANGE COUNTY, NC
BY:

_____

_____

_____

Date: _____

ATTEST:

_____

Date: _____

SOUTHERN HEALTH PARTNERS, INC.
BY:

_____
Jennifer Hairsine, President and Chief Executive Officer

Date: _____

ORANGE COUNTY
BOARD OF COMMISSIONERS

ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 8-d

SUBJECT: Designation of Orange County Agent for FEMA Public Assistance

DEPARTMENT: Emergency Services & Finance and Administrative Services

ATTACHMENT(S):
Resolution - Designation of Applicant's Agent

INFORMATION CONTACT:
Pascal Moore, 919-245-2455
Sarah Pickhardt, 919-245-6138
Gary Donaldson, 919-245-2453
Dinah Jeffries, 919-245-6123

PURPOSE: To approve a resolution designating an agent for Orange County's application for the Federal Emergency Management Agency's (FEMA) Public Assistance for the recovery related to COVID-19, affecting Orange County's entire community since March 2020 with expected impacts to continue for years out.

BACKGROUND: Orange County has been and continues to be greatly impacted by the complex multifaceted effects of COVID-19. Unlike most disasters, COVID-19 knows no boundaries. Not only is COVID-19 a health crisis that is causing loss of life, spreading human suffering, and upending lives within the community, but it is an economic and social crisis as well. Because of COVID-19, the Orange County Emergency Operations Center was activated on March 9, 2020 and remains activated requiring staffing by County personnel and partnering agencies.

On March 10, 2020, Governor Roy Cooper issued Executive Order 116, declaring a State of Emergency to coordinate response and protective actions to prevent the spread of COVID-19. On March 13, 2020, Orange County declared a State of Emergency mobilizing the Orange County Health and Emergency Services departments to organize an Incident Management Team to manage the public health impacts of COVID-19. First responders and health care professionals and resources such as personal protective equipment remain integral to mitigate the threat posed by COVID-19 on the community.

Orange County has completed the Request for Public Assistance (RPA) and the State – Applicant Disaster Assistance Agreement. As part of the process, the County must adopt a resolution designating an agent to apply for and receive federal assistance.

FINANCIAL IMPACT: The estimated cost to the County related to COVID-19 response and recovery is in excess of $3,300,000. Receiving funding from FEMA's Public Assistance Agency would assist in the recovery of the costs associated with COVID-19.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goals are applicable to this item:

- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**
  The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.
- **GOAL: CREATE A SAFE COMMUNITY**
  The reduction of risks from vehicle/traffic accidents, childhood and senior injuries, gang activity, substance abuse and domestic violence.

COVID-19 affects all segments of the population and is particularly detrimental to members of those social groups in the most vulnerable situations, continues to affect populations, including people living in poverty situations, older persons, persons with disabilities, youth, and indigenous people. Early evidence indicates that the health and economic impact of the virus are being endured disproportionately by persons with lower income. People without access to shelter, running water, refugees, migrants, or displaced persons also stand to suffer disproportionately both from the pandemic and its aftermath- whether due to limited movement, fewer employment opportunities, or increased xenophobia.

If not properly addressed the crisis created by the COVID-19 pandemic may also increase inequality, exclusion, discrimination and unemployment in the medium and long term.

ENVIRONMENTAL IMPACT: There is no Orange County Responsibility Goal impact associated with this item.

RECOMMENDATION(S): The Manager recommends that the Board approve the attached resolution with the designation of Pascal Moore (primary agent) and Sarah Pickhardt (secondary agent) for federal assistance, and authorize the Chair to sign and the Deputy Clerk to Board of Commissioners to sign as the Certifying Official.

DESIGNATION OF APPLICANT'S AGENT AND APPLICANT ASSURANCES FOR PUBLIC ASSISTANCE

ORGANIZATION NAME (HEREAFTER NAMED ORGANIZATION): Orange County

PRIMARY AGENT	SECONDARY AGENT
AGENT'S NAME: Pascal Moore	AGENT'S NAME: Sarah Pickhardt
ORGANIZATION: Finance and Administrative Services	ORGANIZATION: Emergency Services
OFFICIAL POSITION: Accountant	OFFICIAL POSITION: EOC Manager COVID-19
MAILING ADDRESS: 405 Meadowlands Dr	MAILING ADDRESS: 510 Meadowlands Dr
CITY ,STATE, ZIP: Hillsborough, NC 27278	CITY ,STATE, ZIP: Hillsborough, NC 27278
DAYTIME TELEPHONE: 919-245-2455	DAYTIME TELEPHONE: 919-245-6138
FACSIMILE NUMBER	FACSIMILE NUMBER
PAGER OR CELLULAR NUMBER	PAGER OR CELLULAR NUMBER

THE ABOVE PRIMARY AND SECONDARY AGENTS ARE HEREBY AUTHORIZED TO EXECUTE AND FILE APPLICATION FOR PUBLIC ASSISTANCE ON BEHALF OF THE ORGANIZATION FOR THE PURPOSE OF OBTAINING CERTAIN STATE AND FEDERAL FINANCIAL ASSISTANCE UNDER THE ROBERT T. STAFFORD DISASTER RELIEF & EMERGENCY ASSISTANCE ACT, (PUBLIC LAW 93-288 AS AMENDED) OR OTHERWISE AVAILABLE. THIS AGENT IS AUTHORIZED TO REPRESENT AND ACT FOR THE ORGANIZATION IN ALL DEALINGS WITH THE STATE OF NORTH CAROLINA AND THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR MATTERS PERTAINING TO SUCH DISASTER ASSISTANCE REQUIRED BY THE AGREEMENTS AND ASSURANCES PRINTED ON THE SECOND ATTACHED PAGE.

CHIEF FINANCIAL OFFICER	CERTIFYING OFFICIAL
NAME	OFFICIAL'S NAME: David Hunt
ORGANIZATION	ORGANIZATION: Board of County Commisioners
OFFICIAL POSITION	OFFICIAL POSITION: Deputy Clerk to the Board
MAILING ADDRESS	MAILING ADDRESS
CITY ,STATE, ZIP	CITY ,STATE, ZIP
DAYTIME TELEPHONE	DAYTIME TELEPHONE: 919-245-2126
FACSIMILE NUMBER	FACSIMILE NUMBER
PAGER OR CELLULAR NUMBER	PAGER OR CELLULAR NUMBER

APPLICANT'S STATE COGNIZANT AGENCY FOR SINGLE AUDIT PURPOSES (IF A COGNIZANT AGENCY IS NOT ASSIGNED, PLEASE INDICATE):

APPLICANT'S FISCAL YEAR (FY) START — MONTH: DAY:

APPLICANT'S FEDERAL EMPLOYER'S IDENTIFICATION NUMBER: 56-600327

APPLICANT'S STATE PAYEE IDENTIFICATION NUMBER: - -

CERTIFYING OFFICIAL'S SIGNATURE

APPLICANT ASSURANCES

The applicant hereby assures and certifies that he will comply with the FEMA regulations, policies, guidelines and requirements including OMB's Circulars No. A-95 and A-102, and FMC 74-4, as they relate to the application, acceptance and use of Federal funds for this Federally-assisted project. Also, the Applicant gives assurance and certifies with respect to and as a condition for the grant that:

1. It possesses legal authority to apply for the grant, and to finance and construct the proposed facilities; that it is duly authorized pursuant to appropriate applicant authority and/or a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body and that the agents and officials designated herein are duly authorized under North Carolina law to act on behalf of the organization in all dealings with the State of North Carolina and the Federal Emergency Management Agency for all matters pertaining to the disaster assistance required by the agreements and assurances contained herein.
2. It will comply with the provisions of: Executive Order 11988, relating to Floodplain Management and Executive Order 12148, relating to Protection of Wetlands.
3. It will have sufficient funds available to meet the non-Federal share of the cost for construction projects. Sufficient funds will be available when construction is completed to assure effective operation and maintenance of the facility for the purpose constructed.
4. It will not enter into a construction contract(s) for the project or undertake other activities until the conditions of the grant program(s) have been met.
5. It will provide and maintain competent and adequate architectural engineering supervision and inspection at the construction site to insure that the completed work conforms with the approved plans and specifications; that it will furnish progress reports and such other information as the Federal grantor agency may need.
6. It will operate and maintain the facility in accordance with the minimum standards as may be required or prescribed by the applicable Federal, State and local agencies for the maintenance and operation of such facilities.
7. It will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
8. It will require the facility to be designed to comply with the "American Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by the Physically Handicapped," Number A117.1-1961, as modified (41 CFR 101-17-7031). The applicant will be responsible for conducting inspections to ensure compliance with these specifications by the contractor.
9. It will cause work on the project to be commenced within a reasonable time after receipt of notification from the approving Federal agency that funds have been approved and will see that work on the project will be prosecuted to completion with reasonable diligence.
10. It will not dispose of or encumber its title or other interests in the site and facilities during the period of Federal interest or while the Government holds bonds, whichever is the longer.
11. It agrees to comply with Section 311, P.L. 93-288 and with Title VI of the Civil Rights Act of 1964 (P.L. 88-352) and in accordance with Title VI of the Act, no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. If any real property or structure is provided or improved with the aid of Federal financial assistance extended to the Applicant, this assurance shall obligate the Applicant, or in the case of any transfer of such property, any transferee, for the period during which the real property or structure is used for a purpose for which the Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits.
12. It will establish safeguards to prohibit employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.
13. It will comply with the requirements of Title II and Title III of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (P.L. 91-646) which provides for fair and equitable treatment of persons displaced as a result of Federal and Federally assisted programs.
14. It will comply with all requirements imposed by the Federal grantor agency concerning special requirements of law, program requirements, and other administrative requirements approved in accordance with OMB Circular A-102, P.L. 93-288 as amended, and applicable Federal Regulations.
15. It will comply with the provisions of the Hatch Act, as amended, 5 USC 1501 et. seq. and 7324 et. seq., which limit the political activity of employees.
16. It will comply with the minimum wage and maximum hours provisions of the Federal Fair Labor Standards Act, 29 U.S.C. Section 201 et seq., as they apply to hospital and educational institution employees of State and local governments.
17. (To the best of his knowledge and belief) the disaster relief work described on each Federal Emergency Management Agency (FEMA) Project Application for which Federal Financial assistance is requested is eligible in accordance with the criteria contained in 44 Code of Federal Regulations, Part 206, and applicable FEMA Handbooks.
18. The emergency or disaster relief work therein described for which Federal Assistance is requested hereunder does not or will not duplicate benefits received for the same loss from another source.
19. It will (1) provide without cost to the United States all lands, easements and rights-of-way necessary for accomplishments of the approved work; (2) hold and save the United States free from damages due to the approved work or Federal funding.
20. This assurance is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, reimbursements, advances, contracts, property, discounts of other Federal financial assistance extended after the date hereof to the Applicant by FEMA, that such Federal Financial assistance will be extended in reliance on the representations and agreements made in this assurance and that the United States shall have the right to seek judicial enforcement of this assurance. This assurance is binding on the applicant, its successors, transferees, and assignees, and the person or persons whose signatures appear on the reverse as authorized to sign this assurance on behalf of the applicant.
21. It will comply with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973, Public Law 93-234, 87 Stat. 975, approved December 31, 1973, as amended, 42 U.S.C. 40001 et. seq.. Further, Sections 102and 103 (42 U.S.C. 4012a and 4015) required, on and after March 2, 1975, the purchase of flood insurance in communities where such insurance is available as a condition for the receipt of any Federal financial assistance for construction or acquisition purposes for use in any area that has been identified by the Director, Federal Emergency Management Agency as an area having special flood hazards. The phrase "Federal financial assistance" includes any form of loan, grant, guaranty, insurance payment, rebate, subsidy, disaster assistance loan or grant, or any other form of direct or indirect Federal assistance.
22. It will comply with the insurance requirements of Section 314, PL 93-288, to obtain and maintain any other insurance as may be reasonable, adequate, and necessary to protect against further loss to any property which was replaced, restored, repaired, or constructed with this assistance.
23. It will defer funding of any projects involving flexible funding until FEMA makes a favorable environmental clearance, if this is required.
24. It will assist the Federal grantor agency in its compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, 54 U.S.C. 306108 (former 16 U.S.C. 470), Executive Order 11593, and the Archeological and Historic Preservation Act of 1966 or 1974, 54 U.S.C. 312501 et. seq. (16 U.S.C. 469a-1 et seq.) by (a) consulting with the State Historic Preservation Officer on the conduct of investigations, as necessary, to identify properties listed in or eligible for inclusion in the National Register of Historic places that are subject to adverse effects (see 36 CFR Part 800.8) by the activity, and notifying the Federal grantor agency of the existence of any such properties, and by (b) complying with all requirements established by the Federal grantor agency to avoid or mitigate adverse effects upon such properties.
25. It will, for any repairs or construction financed herewith, comply with applicable standards of safety, decency and sanitation and in conformity with applicable codes, specifications and standards; and, will evaluate the natural hazards in areas in which the proceeds of the grant or loan are to be used and take appropriate action to mitigate such hazards, including safe land use and construction practices.

STATE ASSURANCES

The State agrees to take any necessary action within State capabilities to require compliance with these assurances and agreements by the applicant or to assume responsibility to the Federal government for any deficiencies not resolved to the satisfaction of the Regional Director.

ORANGE COUNTY
BOARD OF COMMISSIONERS
ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 8-e

SUBJECT: Approval of Driveway Easement Extending from Jacobs Trail

DEPARTMENT: County Attorney

ATTACHMENT(S):	**INFORMATION CONTACT:**
Plat	John Roberts, County Attorney, 245-2318

PURPOSE: To grant a driveway easement in an unused, undeveloped dedicated right of way extending from the end of Jacobs Trail.

BACKGROUND: This item was brought to the County Attorney's attention by the owner of a landlocked parcel situated south of Interstate Highway 40 (I-40). The parcel was originally benefited by an access easement from the North, however the construction of I-40 extinguished that easement.

During development of the existing subdivision at Jacobs Trail, the County required the dedication of a right of way for connectivity purposes to the undeveloped parcel to the north. However, the parcel has never been developed and, without an actual access, the current owner is unable to sell the parcel. The owner is requesting an easement be granted to allow access to the landlocked parcel. The easement provides for a perpetual easement/driveway area of between 14 and 18 feet wide for the length of the undeveloped right of way and a temporary construction easement for the entire length and width of the undeveloped right of way. The easement provides that the owner releases the County from liability associated with any driveway, the owner will be responsible for construction and maintenance of any driveway, and the owner will dedicate the easement and the easement will be extinguished upon County's request. This is in the event the parcel is developed with multiple residential units.

The attached plat shows the existing undeveloped right of way.

FINANCIAL IMPACT: The County should receive between three and four thousand dollars, which is the fair market value of the easement.

SOCIAL JUSTICE IMPACT: There is no Orange County Social Justice Goal impact associated with this item.

ENVIRONMENTAL IMPACT: There is no Orange County Environmental Responsibility Goal impact associated with this item.

RECOMMENDATION(S): The Manager recommends the Board approve the granting of the driveway easement extending from Jacobs Trail along the right of way shown on the attached plat and authorize the Chair to execute all easement documents to complete the transaction.

Book 51 Page 61

2

NOTE: See plat "PROPERTY OF BESSIE COLLINS JACOBS" by Alois Callemyn, Nov. 11, 1987
See plat "EAGLES CHASE - PHASE ONE" by Alois Callemyn, Nov. 11, 1987
See plat "EAGLES CHASE - PHASE TWO" by Alois Callemyn, Nov. 11, 1987

- FINAL PLAN -
- PHASE THREE -

EAGLES CHASE SUBDIVISION

HILLSBOROUGH TWP., ORANGE CO., NORTH CAROLINA
NOVEMBER 11, 1987

APPROVAL CERTIFICATE
Provided that this plat be recorded within 6 months of final approval, approved by the Planning Board 10-3-88 (date)
Barry Jacobs Chairman

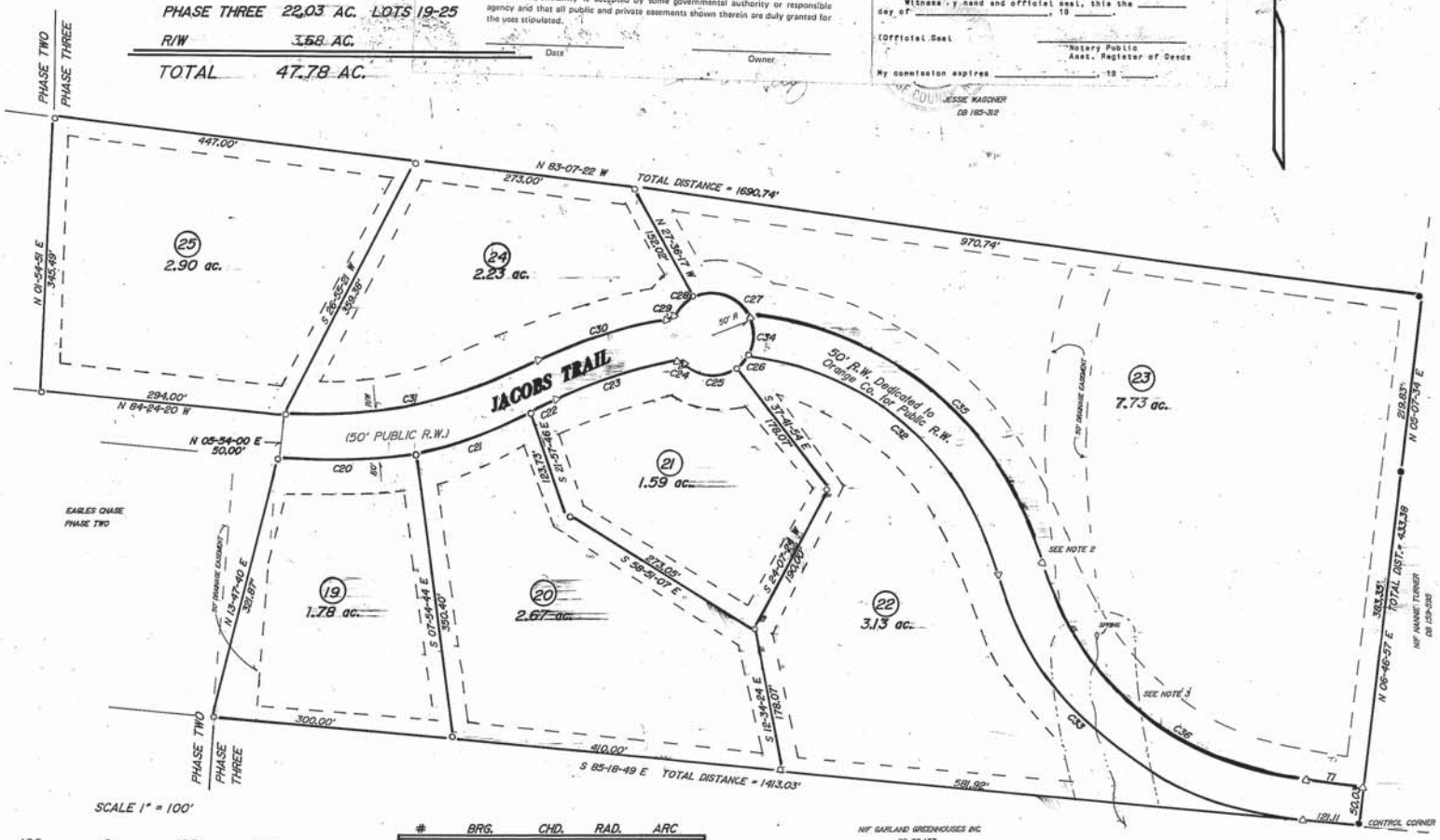
IMPROVEMENTS CERTIFICATE
I hereby certify: a satisfactory, irrevocable letter of credit by an approved institution and as approved by the Orange County Attorney has been posted with Orange County by the subdivider to provide for completion of all required improvements in case of default. All required improvements must be completed within 365 days from date hereof.
Date County Manager

PHASE ONE	3.49 AC.	LOTS 1-3
PHASE TWO	18.58 AC.	LOTS 4-18
PHASE THREE	22.03 AC.	LOTS 19-25
R/W	3.68 AC.	
TOTAL	47.78 AC.	

I, _____ certify that I am the owner of this property, and that I ordered this plat work and subdivision of land to be done; that said property is located within the subdivision regulation jurisdiction of Orange County; that all public streets, alleys, and open spaces so designated therein are hereby dedicated for such use and will be maintained until such time as the maintenance responsibility is accepted by some governmental authority or responsible agency and that all public and private easements shown therein are duly granted for the uses stipulated.
Date Owner

North Carolina
_____ County
I, _____, a Notary Public Asst. Register of Deeds, for said County and State, do hereby certify that _____ personally appeared before me this day and acknowledged the due execution of the foregoing instrument.
Witness my hand and official seal, this the _____ day of _____, 19 _____.
(Official Seal) Notary Public Asst. Register of Deeds
My commission expires _____, 19 _____.

FILED
BOOK 51 PAGE 61
Oct 19 3 21 PM 88
BETTY JUNE PAYNE
REGISTER OF DEEDS
ORANGE COUNTY, N.C.



SCALE 1" = 100'

100 0 100 200

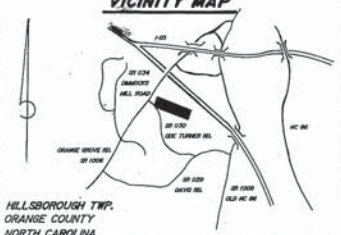
IRON PIN SET
NAIL OR SPIKE SET
EXISTING CORNER
CONC. MONUMENT SET
EXISTING CONC. MON.
MATHEMATICAL POINT

#	BRG.	CHD.	RAD.	ARC
C20	N 86-43-16 E	174.30'	565.00'	175.00'
C21	N 70-23-33 E	146.65'	565.00'	147.06'
C22	N 60-45-49 E	42.79'	565.00'	42.80'
C23	N 69-20-49 E	136.20'	365.00'	137.00'
C24	S 73-31-44 E	22.21'	25.00'	23.01'
C25	S 86-08-38 E	62.78'	50.00'	67.89'
C26	N 43-36-04 E	19.87'	50.00'	20.00'
C27	S 72-46-58 E	70.49'	50.00'	78.23'
C28	N 49-33-41 E	22.21'	50.00'	22.40'
C29	N 58-56-50 E	18.91'	25.00'	19.39'
C30	N 69-52-56 E	162.14'	415.00'	163.50'
C31	N 77-05-32 E	326.88'	815.00'	332.57'
C32	S 48-57-[illegible]	424.49	365.00'	453.00'
C33	S 49-21-[illegible]	445.71'	354.79'	445.22'
C34	S 08-0[illegible]	2.09'	50.00'	52.45'
C35	N 49-05-[illegible]	394.'	415.00'	518.03'
C36	N 49-21-34		304.75'	382.47'
T1	N 85-18-46 W			

NOTE:
1. Building setbacks are as follows, 40 front, 20 side and rear.
2. 50' Drainage Easement. No buildings or structures, wells or septic tanks are permitted within this area.
3. 100' Stream buffer. No buildings or structures, wells or septic tanks are permitted within this buffer. The stream buffer shall remain in it's natural state.

TM 4-47-C-5

VICINITY MAP



HILLSBOROUGH TWP.
ORANGE COUNTY
NORTH CAROLINA

I, ALOIS CALLEMYN, R.L.S. 2544, CERTIFY THAT THIS MAP WAS DRAWN FROM AN ACTUAL FIELD SURVEY PERFORMED UNDER MY DIRECTION AND SUPERVISION; THAT THE ERROR OF CLOSURE IS LESS THAN 1:10000; THAT THE LINES NOT SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM THE REFERENCED INFORMATION; THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH G.S. 47-30, AS AMENDED. WITNESS MY HAND AND OFFICIAL SEAL THIS 6 DAY OF MAY, 1988.

REGISTERED LAND SURVEYOR

NORTH CAROLINA, ORANGE COUNTY
I, SHERRY L. DIXON, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT ALOIS CALLEMYN, A REGISTERED LAND SURVEYOR, PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE DUE EXECUTION OF THE FOREGOING CERTIFICATE. WITNESS MY HAND AND OFFICIAL SEAL THIS 6th DAY OF May, 1988.
Sherry L. Dixon NOTARY PUBLIC
MY COMMISSION EXPIRES MAY 14, 1990

NORTH CAROLINA
ORANGE COUNTY
THE FOREGOING CERTIFICATE OF SHERRY L. DIXON NOTARY PUBLIC, IS CERTIFIED TO BE CORRECT. THIS MAP WAS PRESENTED FOR REGISTRATION AND RECORDED IN THIS OFFICE THE 19 DAY OF October 1988 AT 3:21 O'CLOCK P.M. IN BOOK 51 PAGE 61
Betty June Payne, Register of Deeds
Betty June Payne (DEPUTY) REGISTER OF DEEDS

757 341

OWNER'S ADDRESS: "CK" General Partnership
107 N. Charlton St.
Hillsborough N.C. 27278

REFERENCES
DB 519-589
DB 104-135

REVISIONS
J.W.P. 5-19-88
D.K.S. 5-23-1988 (Public R.W.)
J.W.P. 6-07-88 (SR. NOTE DEL.)
D.K.S. 6-29-1988 (Note - L. Cone.)
D.K.S. 6-30-1988 (USE TO R.W.)

REGISTERED LAND SURVEYOR
ALOIS CALLEMYN
LAND SURVEYOR
HILLSBOROUGH, N.C.

JOB 87-412
CHECKED JWP

SOUTHERN PHOTO - GREENSBORO N02913

Book 51 Page 61

ORANGE COUNTY
BOARD OF COMMISSIONERS
ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 8-f

SUBJECT: City of Durham's Teer Quarry Reservoir – Resolution of Support from Orange County for Reclassifying a Segment of the Eno River for Water Supply in Durham County

DEPARTMENT: Planning & Inspections

ATTACHMENTS:
1. City of Durham's Request for Resolution of Support from Orange County
2. Cost Estimate and Durham Statement of Cost Reimbursement to Orange County
3. Timeline for Teer Quarry Initiatives
4. Executed Resolution of Support from the Town of Hillsborough
5. Draft Orange County Resolution of Support

INFORMATION CONTACT:
Craig Benedict, Planning Director, 919-245-2592
Christopher Sandt, Staff Engineer, 919-245-2583

PURPOSE: To consider approval and signature by the Board Chair of a Resolution of Support from Orange County related to the City of Durham's (City's) proposed initiative to make the Teer Quarry Reservoir a new public water supply and reclassifying a segment of the Eno River within Durham County as Water Supply, in conformance with the State's Water Supply Watershed Protection Program. The City has formally requested Orange County's support for this effort which would require the County to take the necessary steps to provide public notice and initiate the associated public hearing(s), Planning Board meeting(s) and Board of County Commissioners (BOCC) meeting(s) to amend land use restrictions imposed by water supply watershed protection rules for the affected areas within Orange County.

BACKGROUND: The City of Durham owns and operates the Teer Quarry Reservoir (Quarry), an emergency water storage reservoir located along the Eno River in Durham County approximately 0.80 miles to the east of US-501 and approximately 15 miles downriver from the USGS Eno River at Hillsborough gauge (USGS Gauge #02085000).

Attachment 1 is a written request by Mr. Donald F. Greeley (Director, City of Durham Department of Water Management) for Orange County to approve a Resolution of Support to make the Teer Quarry Reservoir a new public water supply and reclassifying a segment of the Eno River within Durham County as Water Supply, in conformance with the State's Water Supply Watershed Protection Program.

The City plans to convert the Quarry to a non-emergency source of water supply for the City once the Quarry has been appropriately classified for drinking water purposes and approved by

the North Carolina Environmental Management Commission (EMC). To convert the Quarry to a Water Supply, the City must construct a new raw water intake on the Eno River approximately ¾ mile upstream of the City's existing Eno River emergency intake. Construction and use of the new raw water intake will require that all affected Orange County parcels located within the ¾ mile upstream shift adhere to land use ordinances imposed by the State's Water Supply Watershed Protection Program. Attachment 1 is an overall map showing the proposed location of the new raw water intake, as well as a display of the affected areas within Orange County that would require reclassification as a Water Supply Watershed.

Specifically, the location of the proposed new raw water intake would affect approximately 850 property owners within Orange County (i.e. owners of parcels that would be located within the expanded Watershed Protection Overlay District). Approximately 700 additional property owners within Orange County would have to be notified due to Orange County's 1,000-ft notification requirement. Orange County's approval of a Resolution of Support would require Orange County to commit to the following items:

> A Public Information Meeting (PIM) would need to be held, requiring approximately 1,550 first class letters to be mailed out prior to the meeting.
>
> A Planning Board Meeting would also need to be held, requiring approximately 850 Certified Mail letters and approximately 700 first class letters to be mailed out prior to the meeting. Approximately 425 signs, at a minimum, would need to created and posted prior to the Planning Board Meeting. A legal ad would also need to be published for the Planning Board Meeting.
>
> A BOCC Public Hearing would also need to be held, requiring the same mailings, signage and legal ad postings as the required Planning Board Meeting.

Attachment 2 provides a detailed/itemized list of Orange County public notice and meeting requirements associated with the City's proposed Teer Quarry Initiatives.

The City has provided Orange County with a general timeline in Attachment 3 for the Teer Quarry initiatives (e.g. permitting, engineering/design, construction). The City hopes to have the new raw water intake and distribution lines constructed by the 3rd Quarter of 2025.

The City has also requested a Resolution of Support for this initiative from the Town of Hillsborough (Town). The Town Board of Commissioners reviewed and approved the Town's Resolution of Support at its March 9, 2020 Regular meeting. Attachment 4 is a copy of the Town's executed Resolution of Support.

Resolution of Support from Orange County: Orange County Staff has no objection to the City's intent to classify the Teer Quarry Reservoir as a Water Supply and construct a new raw water intake on the Eno River approximately ¾ mile upstream of the City's existing Eno River emergency intake within Durham County. While Orange County's public notice and public meeting requirements for these initiatives are quite substantial, Orange County Staff is in support of the City's initiative to ensure reliable future water supply for their constituents/customers. Attachment 5 is a draft Orange County "Resolution of Support" for proposed Board approval, signature by the Board Chair, and distribution to the City.

Orange County understands that City's initiatives to classify the Quarry as a Water Supply and to construct a new intake on the Eno River approximately ¾ mile upstream of the City's current water intake location will not be undertaken until the City obtains all necessary approvals from the NC Department of Environmental Quality Division of Water Resources (DWR) and the EMC.

FINANCIAL IMPACT: The estimated financial impact to Orange County for the required public meetings, mailings and signage is estimated to range from $24,657.50 to $39,532.50. The actual cost will depend on whether Orange County will adhere to Orange County public notice requirements (i.e. the higher estimate), or the minimum public notice requirements under State las (i.e. the lower estimate). The City has committed in writing (Attachment 2) that it will reimburse Orange County for all costs related to the expansion of the water supply watershed protection zone (i.e. the Watershed Protection Overlay District) within Orange County, given a detailed and approved invoice.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goal is applicable to this item:

- **GOAL: ESTABLISH SUSTAINABLE AND EQUITABLE LAND-USE AND ENVIRONMENTAL POLICIES**
  The fair treatment and meaningful involvement of people of all races, cultures, incomes and educational levels with respect to the development and enforcement of environmental laws, regulations, policies, and decisions. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.

ENVIRONMENTAL IMPACT: The following Orange County Environmental Responsibility Goal impacts are applicable to this item:

- **RESULTANT IMPACT ON NATURAL RESOURCES AND AIR QUALITY**
  Assess and where possible mitigate adverse impacts created to the natural resources of the site and adjoining area. Minimize production of greenhouse gases.

RECOMMENDATION(S): The Manager recommends that the Board approve the attached Orange County "Resolution of Support" (Attachment 5) for signature by the Board Chair and subsequent distribution to the City.

WATER MANAGEMENT
CITY OF DURHAM

February 14, 2020

Mr. Craig Benedict
Planning & Inspections Director
Orange County
306-F Revere Rd.
Hillsborough, NC 27278

RE: Eno River Water Supply Classification

Dear Mr. Benedict:

We would like your help in requesting that the Orange County Board of Commissioners pass a Resolution of Support for Reclassifying a Segment of the Eno River for Water Supply in Durham County, North Carolina. This reclassification would require that Orange County adopt land use ordinances meeting the requirements of the State's Water Supply Watershed Protection Program for the portion of Orange County that would be included in the protected area of the water supply watershed if the North Carolina Environmental Management Commission (EMC) reclassifies the segment of the Eno River for a water supply as the City of Durham requests.

Teer Quarry, owned by the City of Durham, is critical for meeting the City's emergency water supply needs. Using Teer Quarry as a water supply requires filling the quarry from a new water intake in the Eno River. The new intake would be ¾ of a mile upstream of an existing Eno River emergency water intake. The segment of the Eno River with that existing emergency water intake is already classified as a water supply, with a watershed protection protected area extending into Orange County and a critical area within Durham County. Figure 1 on the next page shows Teer Quarry, the existing Eno River emergency water intake, the proposed new Eno River water intake, the existing watershed protection critical and protected areas, and the additional watershed protection protected area and critical areas that the new Eno River water supply classification would require. A result of this water supply classification would be to extend the existing protected area by an additional ¾ of a mile into Orange County.

The State's Water Supply Watershed Protection Program (15A NCAC 02B .0620-.0624, attached) would limit the maximum allowable project densities and minimum lot sizes for development in the protected area to:

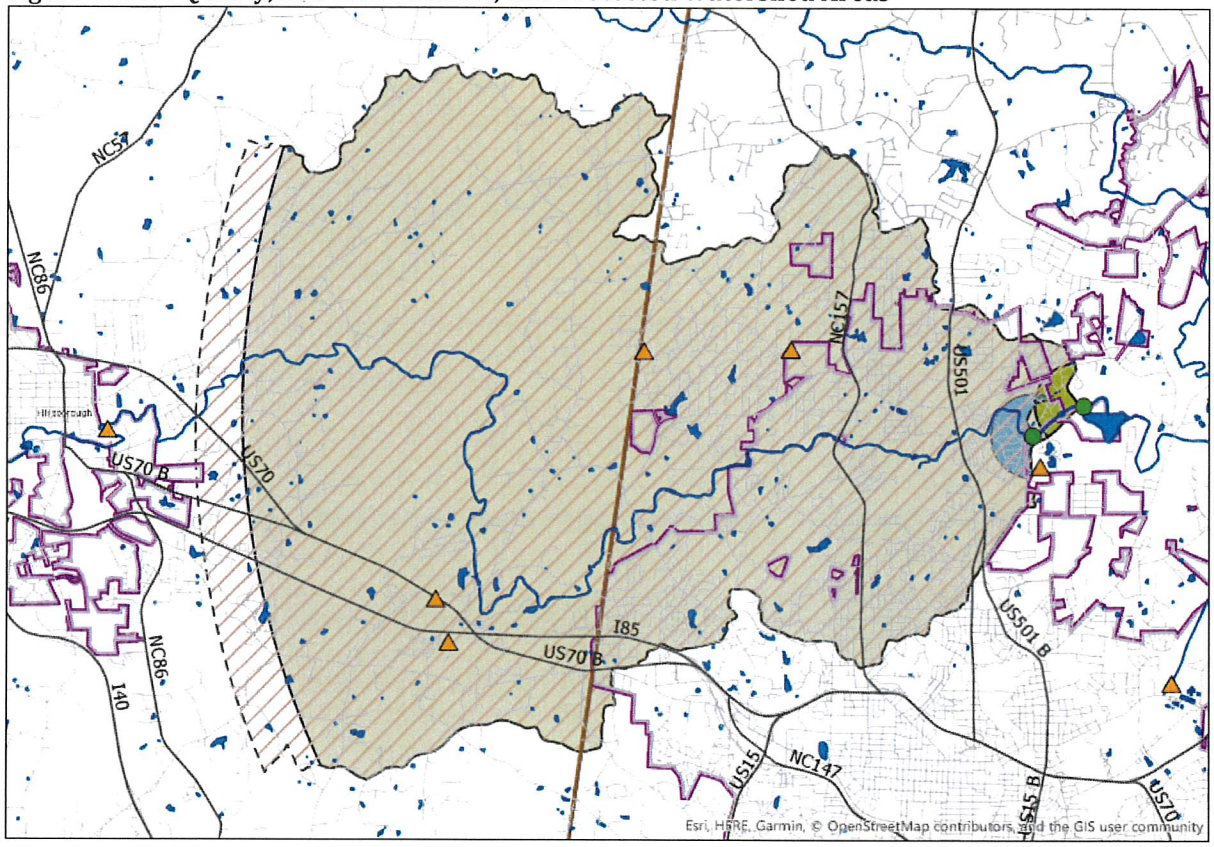
1. Low Density Single-Family Detached Residential Development – 2 dwelling units per acre or 20,000 square foot lot excluding roadway right-of-way or 24% built-upon; or 3 dwelling units per acre or 36% built-upon area without curb and gutter street system.
2. Low Density Non-Residential and All Other Residential Development – 24% built-upon area; or 36% built-upon area without curb and gutter street system.
3. High Density Development – 24 to 70% built-upon area.

These limitations would not apply to existing development, but would impact any new development or redevelopment that occurs once the EMC reclassifies the Eno River segment.

The State's Water Supply Watershed Protection Program would also require vegetated setbacks along perennial water bodies and perennial streams with the following minimum widths:

1. Low density projects – 30 feet
2. High density projects – 100 feet
3. Projects covered under the 10/70 option – 100 feet

Figure 1. Teer Quarry, Eno River Intakes, and Protected Watershed Areas



Legend

- Intake Location
- Major Road
- Road
- County Boundary
- Municipal Boundary
- Waterbody
- Water Supply Watershed - Proposed Intake
- Critical Area - Proposed Intake
- Water Supply Watershed - Existing Intake
- Critical Area - Existing Intake
- NPDES Discharge

Eno River Raw Water Intake near Teer Quarry
Durham, North Carolina

Attached is a brief memorandum summarizing the difference in development requirements that would result from a westward extension of the L-ENO-PW protected area in Orange County. Your own analysis would likely be more accurate.

Once the City has obtained resolutions of support for the Eno River water supply classification from all of the affected jurisdictions (Town of Hillsborough, Orange County, Durham County, and City of Durham), we would submit an application for the Eno River water supply classification to the NC Department of Environmental Quality Division of Water Resources (DWR). This process will take at least 18 months according to the description from DWR (attached).

The City of Durham has water distribution system interconnections with the Town of Hillsborough and with the

Orange Water and Sewer Authority, both of which provide potable water to a large portion of Orange County. The City also provides water to customers in a small part of Orange County. The City is at the center of an interconnected, regional water supply network that includes the Town of Hillsborough, the Orange Water and Sewer Authority, Chatham County, the City of Raleigh, and the Town of Cary. Improving the City of Durham's water supply reliability will improve water supply reliability for much of Orange County.

Attached is a template for your use in drafting a Resolution of Support for Reclassifying a Segment of the Eno River for Water Supply in Durham County, North Carolina for adoption by the Orange County Board of Commissioners. Sydney Miller, Water Resources Manager, will contact you to discuss the details. You may reach Sydney t 919-560-4381, ext. 35201 or sydney.miller@durhamnc.gov.

Sincerely,

Donald F. Greeley
Director

Attachments:

1. Water Supply Watershed Protection Program Rule
2. Water Supply Classification Process
3. Summary of Orange County Protected Area Development Requirements
4. Resolution of Support for Reclassifying a Segment of the Eno River for Water Supply in Durham County, North Carolina.

C: Christopher Sandt, Staff Engineer, Orange County Planning & Inspections Department
Sydney Miller, Water Resources Manager

From:	Miller, Sydney
To:	Craig Benedict
Cc:	Michael Harvey; Christopher Sandt; Elaina Cheek; Whiteman, Scott; Greeley, Don
Subject:	[EXTERNAL MAIL!] RE: City of Durham"s Teer Quarry Reservoir - Proposed Intake Relocation - General Discussion
Date:	Wednesday, July 15, 2020 2:57:09 PM
Attachments:	image001.png image002.png

Craig,

We understand that the cost estimate for the public notification required by Orange County and related costs of the water supply watershed protection land use ordinance change for the Teer Quarry project is from $24,657.50 to $39,532.50. We would reimburse those costs given a detailed invoice.

1. When might a resolution of support for the reclassification of the Eno River for water supply be placed before the Orange County Board of Commissioners?
2. What are our next steps?

--Syd

--
Sydney Paul Miller
Water Resources Manager
Department of Water Management
City of Durham
1600 Mist Lake Drive
Durham, NC 27704
919.560.4381 ext. 35201
Sydney.Miller@durhamnc.gov

WATER MANAGEMENT
CITY OF DURHAM

Please note that e-mail correspondence to and from this sender may be subject to the provisions of North Carolina Public Records Law and disclosed to third parties.

From: Michael Harvey [mailto:mharvey@orangecountync.gov]
Sent: Monday, July 13, 2020 11:18 AM
To: Miller, Sydney <Sydney.Miller@durhamnc.gov>; Whiteman, Scott <Scott.Whiteman@durhamnc.gov>
Cc: Craig Benedict <cbenedict@orangecountync.gov>; Christopher Sandt <csandt@orangecountync.gov>; Elaina Cheek <echeek@orangecountync.gov>
Subject: FW: City of Durham's Teer Quarry Reservoir - Proposed Intake Relocation - General Discussion

Syd: hope you are well.

While you and I reviewed this information in a phone call in late June, I was asked by Mr. Benedict if I could forward this e-mail chain on advertising costs to you today.

Let me know if I can be of additional assistance.

Michael D. Harvey AICP, CFM, CZO
Current Planning Supervisor
Orange County
131 West Margaret Lane
Suite 201
PO Box 8181
Hillsborough, NC 27278

(919) 245-2597

Permit and Inspection Information is NOW AVAILABLE ONLINE!! Click here to access our portal

Pursuant to North Carolina General Statute 132, correspondence sent and received from this account is a public record and may be disclosed to third parties.

SERVICE IMPACTS FROM COVID-19

PLEASE NOTE: Orange County and the State of North Carolina has issued Declaration(s) of a State of Emergency due to the **COVID-19 pandemic.** The Order shall remain in effect until August 3, 2020 at 5:00 p.m. The Order shall be reviewed periodically to determine whether it should be extended, modified, or rescinded. For the latest information and guidance relating to Orange County's COVID-19 response, visit https://www.orangecountync.gov/Coronavirus

Effective immediately, the following adjustments have been made to protect employees and the general public and to ensure that service levels can be maintained throughout the duration of the COVID-19 pandemic.

Office Hours: Current Planning offices shall be open from 11 a.m. to 2 p.m. daily for the receipt of applications and handling of previously scheduled appointments. Until further notice, members of the general public needing to see a planner will need to schedule an appointment to do so and wear face coverings (i.e. masks).

Planning staff can be reached at the following:

Michael Harvey, Supervisor: (919) 245-2597 or mharvey@orangecountync.gov
Patrick Mallett, Planner 2: (919) 245-2577 or pmallett@orangecountync.gov
Molly Boyle, Planner 1: (919) 245-2599 or mboyle@orangecountync.gov
Tyler Sliger, Planning Technician: (919) 245-2598 or tsliger@orangecountync.gov

Meetings: Meeting(s) shall occur by appointment only during revised operating hours listed above. Please note staff will observe appropriate social distancing requirements and staff 6 feet away from parties attending a meeting at all times.

Plan Review: Applications for development projects shall be accepted:

Electronically via e-mail;

By Mail sent to: Orange County Planning
ATTN: Current Planning Division
PO Box 8181
Hillsborough, NC 27278

Dropped off in person during the revised operating hours listed above. **PLEASE NOTE**: Applications physically dropped off at Planning offices shall be placed in an appropriately labeled drop box and shall not be handed by staff until appropriate social distancing protocols can be observed. Staff will be unable to review and discuss the proposal with you at the time of submittal.

Submittal of Fees: Fees can be submitted with the application (mail and in person). Those applicant's needed to pay using a credit card shall be contacted by staff to process a payment over the phone. **PLEASE NOTE: Until further notice, cash shall not be accepted/handled by staff.**

Permits: Permits shall be processed as quickly as possible. Please note deficiencies in the application submittal will impact staff's ability to process the development request.

Inspections: Inspections shall be completed either on a first come basis or via appointment. If staff is required to meet applicants in the field, appropriate social distancing policies shall be adhered to.

Communications: Current Planning staff can be reached at the e-mail addresses and phone numbers listed above.

From: Michael Harvey
Sent: Monday, June 08, 2020 11:43 AM
To: Craig Benedict (cbenedict@orangecountync.gov); Christopher Sandt; Elaina Cheek
Subject: FW: City of Durham's Teer Quarry Reservoir - Proposed Intake Relocation - General Discussion

Based on my read of available information, I have the following:

1. Project will directly impact 850 property owners (i.e. now within the Watershed Protection

Overlay District);
2. Approximately 700 property owners will have to be notified given the County's 1,000 ft. notification requirement.

Cadence: my review of the UDO, as well as past practice, indicates to me:

Public Information Meeting (NIM):

a. County will hold a public information meeting (consistent with past projects);
b. Will need to coordinate with Durham staff to attend the public information meeting;
c. 1,550 first class letters will be sent (impacted property owners and within 1,000 ft.) with a total cost of $852.50 ($0.55 first class rate per letter);

Format of meeting unknown at this time (i.e. on-line versus in person meeting)

Estimated advertising costs: **$852.50**

Planning Board Meeting:

a. 'Impacted property owners' have to be notified of the Planning Board meeting via certified mail (Section 2.8.7 (D)) – 850 property owners at $4.80 per letter: Total Cost: $4,080.00
b. 700 property owners within 1,000 ft. will get a first class mailed notice of Planning Board meeting (700 letters at $0.55 per letter): Total Cost: $385.00
c. Signs have to be placed on the impacted properties (staff conservatively figures there will need to be at a minimum of 425 signs – each property has to be posted. Staff can post a sign on 2 properties at once) advertising the Planning Board meeting. Total cost of signs will depend on the order, size of sign, etc. When we completed signs for atlas amendment removing the 'special flood hazard area overlay district' we paid approximately $35 per sign (including wire support brackets). Total anticipated cost: $14,875.00
d. Legal ad will have to be published for the Planning Board meeting. Price will be based on inclusion of a map and size. Unknown what format this will take.

Estimated Planning Board meeting advertising costs: **$ 19,340.00**

BOCC – Public Hearing:

a. 'Impacted property owners' have to be notified of the Public Hearing via certified mail (Section 2.8.7 (D)) – 850 property owners at $4.80 per letter: Total Cost: $4,080.00
b. 700 property owners within 1,000 ft. will get a first class mailed notice of Public Hearing (700 letters at $0.55 per letter): Total Cost: $385.00
c. Signs have to be placed on the impacted properties (staff conservatively figures there will need to be at a minimum of 425 signs – each property has to be posted. Staff can post a sign on 2 properties at once) advertising the Public Hearing. Total cost of signs will depend on the order, size of sign, etc. When we completed signs for atlas amendment removing the 'special flood hazard area overlay district' we paid approximately $35 per sign (including wire

support brackets). Total anticipated cost: $14,875.00

NOTE: We can print out new sign messages using plotter and re-use signs from Planning Board meeting. I have no way of estimating cost of paper, ink, or laminating materials we will incur. Not to mention staff time printing out new sign messages.

d. Legal ad will have to be published for the Public Hearing. Price will be based on inclusion of a map and size. Unknown what format this will take.

Estimated Public Hearing advertising costs: **$4,465.00** (presumes re-use Planning Board signs BUT does not include costs of materials for printing new signs and does not include legal ad fee estimate) to **$19,340.00** (presumes new signs BUT without legal ad fee estimate)

As a general reminder, the County's public notice requirements exceed what is required under State law, which increases advertising costs.

Craig: do I have your permission to share this with Durham or do you want an internal discussion first?

Thanks. Look forward to hearing from you.

MDH

Attachment 3

Teer Quarry Project

5/7/2020

	Begin	End	2019				2020				2021				2022				2023				2024				2025			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Permitting																														
Teer Quarry Operation																														
Hydrologic Modeling	6/1/2010	11/6/2012																												
Water Quality Modeling	2/18/2015	9/21/2016																												
Hydrologic Modeling	1/2/2018	7/2/2019																												
DEQ Approval of Teer Quarry Operation	5/2/2017	2/20/2019	!																											
Eno River Capicity Use Water Management																														
Letters of No Objection																														
Town of Hillsborough	8/30/2019	2/14/2020																												
Orange-Alamance Water System	8/30/2019	12/30/2019																												
Orange County	8/30/2019	3/10/2020																												
Resco Products, Inc. (formerly Piedmont Minerals)	8/30/2019	2/4/2020																												
EMC Approval	3/17/2020	7/8/2020																												
Teer Quarry Ground Water Remediation																														
Phase II Remedial Investigation Work Plan	2/6/2020																													
Monitoring and Analysis																														
Eno River Water Supply Reclassification																														
Resolutions of Support																														
City of Durham	3/14/2019	4/20/2020																												
Durham County	3/14/2019	4/27/2020																												
Town of Hillsborough	12/7/2018	3/9/2020																												
Orange County	12/7/2018	9/1/2020																												
Water Supply Reclassification Request	9/7/2020	3/1/2022																												
DWR Data Collection & Analysis																														
EMC Approval																														
Teer Quarry Water Supply Reclassification																														
Water Supply Reclassification Request	9/7/2020	3/1/2022																												
DWR Data Collection & Analysis																														
EMC Approval																														
Preliminary Engineering																														
RFQ, Selection, Contracting																														
PER																														
Design and Permitting																														
RFQ, Selection, Contracting																														
Facility Permitting																														
Quarry Berm Design																														
Eno River Intake and Pump Station Design																														
Raw Water Line-In Design																														
Teer Quarry Intake and Pump Station Design																														
Construction																														
Bidding, Selection, Contracting																														
Quarry Berm Construction																														
Eno River Intake and Pump Station Construction																														
Raw Water Line-In Construction																														
Teer Quarry Intake and Pump Station Construction																														

TOWN OF HILLSBOROUGH

RESOLUTION OF SUPPORT FOR RECLASSIFYING A SEGMENT OF THE ENO RIVER FOR WATER SUPPLY IN DURHAM COUNTY, NORTH CAROLINA

WHEREAS, the City of Durham owns Teer Quarry located at 5090 Denfield Road in Durham County, adjacent to the Eno River; and

WHEREAS, Teer Quarry is critical for meeting the City's emergency water supply needs and will improve the City's water system reliability; and

WHEREAS, the City of Durham is at the center of an interconnected, regional water supply network that includes the Town of Hillsborough, the Orange Water and Sewer Authority, Chatham County, the City of Raleigh, and the Town of Cary; and

WHEREAS, improving the City of Durham's water supply reliability improves water supply reliability for the Town of Hillsborough; and

WHEREAS, use of Teer Quarry as a water supply requires filling it from a new intake in the Eno River; and

WHEREAS, the North Carolina General Statutes require that the segment of the Eno River in which the new intake is located and its watershed, as well as Teer Quarry, be reclassified to protect the quality of the water;

NOW, THEREFORE, BE IT RESOLVED, the Hillsborough Board of Commissioners hereby resolves to support the reclassification of the lands and waters identified by the North Carolina Department of Environmental Quality as being within the new Eno River intake watershed to WS-IV NSW with a Critical Area (CA) and Protected Area (PA), and Teer Quarry to WSIV NSW CA.

Approved this 9th day of March 2020.

TOWN OF HILLSBOROUGH Seal Town of Hillsborough NORTH CAROLINA

Jenn Weaver, Mayor
Town of Hillsborough

Res. # RES-2020-056

ORANGE COUNTY BOARD OF COMMISSIONERS
Resolution of Support for Reclassifying a Segment of the Eno River for Water Supply in Durham County, North Carolina

WHEREAS, the City of Durham owns Teer Quarry located at 5090 Denfield Road in Durham County, adjacent to the Eno River; and

WHEREAS, Teer Quarry is critical for meeting the City's emergency water supply needs and will improve the City's water system reliability; and

WHEREAS, Orange County has an allocation of water supply storage in Jordan Lake with the expectation that the City of Durham's water supply system will serve a portion of Orange County with water from Orange County's Jordan Lake water supply allocation; and

WHEREAS, the City of Durham is at the center of an interconnected, regional water supply network that includes the Town of Hillsborough, the Orange Water and Sewer Authority, Chatham County, the City of Raleigh, and the Town of Cary; and

WHEREAS, improving the City of Durham's water supply reliability improves water supply reliability for the Town of Hillsborough, the Orange Water and Sewer Authority, and Orange County; and

WHEREAS, use of Teer Quarry as a water supply requires filling it from a new intake in the Eno River; and

WHEREAS, the North Carolina General Statutes require that the segment of the Eno River in which the new intake is located and its watershed, as well as Teer Quarry, be reclassified to protect the quality of the water;

NOW, THEREFORE, we, the Orange County Board of Commissioners hereby resolves to support the reclassification of the lands and waters identified by the North Carolina Department of Environmental Quality as being within the new Eno River intake watershed to WS-IV NSW with a Critical Area (CA) and Protected Area (PA), and Teer Quarry to WSIV NSW CA.

This 15th day of September, 2020.

Attest:

David Hunt, Deputy Clerk to the Board

Penny Rich, Chair
Orange County Board of Commissioners

DRAFT

ORANGE COUNTY
BOARD OF COMMISSIONERS

ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 8-g

SUBJECT: Appointment of Interim Clerk

DEPARTMENT: County Attorney's Office

ATTACHMENT(S):	**INFORMATION CONTACT:**
Resolution	Annette Moore, (919) 245-2317

PURPOSE: To appoint an Interim Clerk to the Board of Commissioners during the search for a permanent Clerk.

BACKGROUND: On July 31, 2020, the Board of Commissioners' ("the Board") beloved Clerk, Donna Baker, unexpectedly passed away. North Carolina General Statute § 153A-111 requires that the Board of Commissioners appoint a Clerk to the Board. Staff recommends that the Board appoint an interim Clerk while the Board searches for a permanent Clerk. The statute allows the Board to designate a County employee to be Clerk to the Board. Greg Wilder, Assistant to the County Manager for Legislative Affairs, has worked in the County Manager's Office for many years. In this capacity, Greg has worked closely with the Clerk's Office on a variety of projects and is well suited to serve as Interim Clerk to the Board. Staff is recommending the Board appoint Greg Wilder as Interim Clerk. Greg Wilder's salary would increase slightly to be the same as that of the former Clerk.

FINANCIAL IMPACT: There will be no financial impact as adequate funds are already included in the FY 2020-21 budget.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goal is applicable to this item:

- **GOAL: ENABLE FULL CIVIC PARTICIPATION**
  Ensure that Orange County residents are able to engage government through voting and volunteering by eliminating disparities in participation and barriers to participation.

ENVIRONMENTAL IMPACT: There is no Orange County Environmental Responsibility Goal impact associated with this item.

RECOMMENDATION(S): The Manager recommends that the Board approve the Resolution and authorize the Chair to sign it.

RESOLUTION OF APPOINTMENT
A RESOLUTION APPOINTING GREG WILDER INTERIM CLERK TO THE BOARD

Be it Resolved by the Board of Commissioners of Orange County, North Carolina:

WHEREAS, Donna Baker served as Clerk to the Board for 18 years before passing away unexpectedly in July 2020; and

WHEREAS, the North Carolina General Statutes § 153A-111 requires the Board of Commissioners to appoint a Clerk to the Board to perform the duties of the Clerk; and

WHEREAS, Greg Wilder currently serves as an employee of the County in the position of Assistant to the County Manager for Legislative Affairs, and has many years' experience working alongside the Clerk to the Board of Commissioners and who is well suited to serve as Interim Clerk to the Board; and

WHEREAS, in the event Greg Wilder is unavailable during his appointment to serve as Interim Clerk, a deputy must be available to perform the Clerk's duties and David Hunt shall remain in his current position as Deputy Clerk;

NOW THEREFORE BE IT RESOLVED the Board of Commissioners appoints Greg Wilder to the position of Interim Clerk to the Board subject to the following conditions:

a) As Authorized by North Carolina General Statute 153A-111, this appointment is dual in nature and Greg Wilder shall maintain his permanent employee status and position of Assistant to the County Manager for Legislative Affairs throughout the appointment; and
b) During the course of the appointment and thereafter, no probationary employment status shall apply and Greg Wilder shall remain a permanent employee of the County subject to the terms of the Orange County Personnel Ordinance; and
c) During the course of the appointment, Greg Wilder shall remain subject to the supervision of the Orange County Manager; and
d) Upon appointment of a permanent Clerk to the Board or the removal of the Interim Clerk designation, Greg Wilder shall maintain his permanent employment status and continue in his position as Assistant to the County Manager for Legislative Affairs with all rights, responsibilities, and accrued and unused benefits intact.

BE IT FURTHER RESOLVED this appointment shall remain effective until the Board of Commissioners appoints a permanent Clerk to the Board and that Clerk begins employment with Orange County.

This appointment and the terms contained herein are effective and binding upon adoption of this Resolution.

Adopted by the Orange County Board of Commissioners this 15th day of September, 2020.

By:

_____
Penny Rich, Chair
Orange County Board of Commissioners

ORANGE COUNTY
BOARD OF COMMISSIONERS

ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda Item No. 8-h

SUBJECT: Citizen Participation Plan for Federal Housing/Community Development Funds

DEPARTMENT: Housing and Community Development

ATTACHMENT(S):
Citizen Participation Plan

INFORMATION CONTACT:
Emila Sutton, Director, Housing and Community Development, (919) 245-2490

PURPOSE: To approve the Citizen Participation Plan for use in the implementation of Federal housing programs and funds.

BACKGROUND: Citizen participation is an essential component in the planning, development, and implementation of all federal and state funded housing programs. The Citizen Participation Plan sets forth a process to allow citizen input at all stages of housing program implementation as well as during the evaluation and monitoring phases.

The most recent Citizen Participation Plan for Orange County was approved on January 24, 2012. In light of the COVID-19 pandemic, the US Department of Housing & Urban Development (HUD) has allowed certain waivers to the citizen participation process in order for state and local governments to be responsive to urgent community housing needs. Therefore, staff has revised the Plan to incorporate these waivers. This revised Plan must be formally adopted by the Board of Commissioners.

Adoption of this policy is needed in order for the County to continue seeking Federal funding sources that can be used for housing assistance as part of the pandemic response.

Eligible applicants for funding are: nonprofit organizations involved in affordable housing and are committed to collaborative partnership with the Department and alignment with its priorities.

FINANCIAL IMPACT: There are no financial impacts anticipated with this item.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goals are applicable to this item:

- **GOAL: FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**
  The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender or sexual orientation; national origin or

ethnic background; age; military service; disability; and familial, residential or economic status.

- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**
  The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.
- **GOAL: CREATE A SAFE COMMUNITY**
  The reduction of risks from vehicle/traffic accidents, childhood and senior injuries, gang activity, substance abuse and domestic violence.

ENVIRONMENTAL IMPACT: There are no Orange County Environmental Responsibility Goal impacts applicable to this item.

RECOMMENDATION(S): The Manager recommends that the Board approve and authorize the Chair to sign the Citizen Participation Plan for use in the implementation of Federal housing programs and funds.

ORANGE COUNTY, NORTH CAROLINA
CITIZEN PARTICIPATION PLAN

PURPOSE: The purpose of this Citizen Participation Plan is to create a process for citizens to participate in planning and reporting processes for Orange County's Federal funds for housing and community development, including the HOME Investment Partnerships Program (HOME) funds, as well as other funds awarded by the U.S. Department of Housing and Urban Development (HUD). This Citizen Participation Plan is written in accordance with the Consolidated Plan regulations found in 24 CFR 91.105.

BACKGROUND: Orange County receives Federal funds for housing, including funds from the HOME Program, which provides formula grants to states and localities, called Participating Jurisdictions, to fund a wide range of affordable housing activities including building, buying, and/or rehabilitating affordable housing for rent or ownership. In Orange County, the Participating Jurisdiction is a Consortium, known alternately as the HOME Consortium or the Local Government Affordable Housing Collaborative (referred to herein as the "Collaborative"). The Collaborative consists of Orange County and the Towns of Carrboro, Chapel Hill, and Hillsborough, with the County acting as lead entity. The Collaborative coordinates the funding process for the HOME program, accepts and reviews applications from local nonprofits, and presents recommendations to the elected bodies of each jurisdiction for funding approval.

CONTACT INFORMATION: Citizens may make comments or request information regarding this Citizen Participation Plan or any Federal program and its associated plans and reports—such as the Consolidated Plan, Annual Action Plan, Assessment of Fair Housing (AFH), and Consolidated Annual Performance Evaluation Report (CAPER)—by telephone, mail, or email to:

> Orange County Department of Housing and Community Development
> P.O. Box 8181
> Hillsborough, North Carolina 27278
> (919) 245-2490
> HousingHumanRightsCD@orangecountync.gov

The Department will respond in the Consolidated Plan, Annual Action Plan, AFH, CAPER, or other document, as appropriate, to written comments received.

MEETINGS AND PUBLIC HEARINGS: During the development of the Consolidated Plan and any substantial amendments, Annual Action Plan, and AFH, and prior to the submission of the CAPER, Orange County will solicit the views and proposals of citizens and interested groups and agencies at meetings and public hearings.

Notices for meetings and public hearing shall include:

1. The subject of the meeting;
2. Amount of funds anticipated to be available and range of eligible activities;
3. Estimated benefit to low and moderate-income persons;
4. Information needed by citizens to make informed comments, or in the case where extensive information will be the subject of comment, where the information is available for inspection;
5. Time and location of the meeting;

6. The address and telephone number where special populations (persons with disabilities or non-English speaking persons) may request auxiliary aids or assistance;
7. The address where written comments may be submitted, and the time frame of the comment period for the subject of the meeting;
8. The telephone number where persons may request additional information.
9. A telephone number for constituents to call in to the public meeting if they are unable to travel.

Notices: Adequate advance notice of meetings will be given. Notices will be published in newspapers of general circulation no less than 10 days and no more than 25 days prior to the beginning of any series of hearings or meetings. Notices will be posted on the Orange County website (www.orangecountync.gov). Notices will also be mailed and or emailed to local advocacy groups, nonprofit housing organizations, housing-related service providers, for-profit developers, professional organizations, other known constituency groups, and citizens who have requested notification.

Format: Meetings will be designed to allow the most opportunity and encouragement for residents to express their views. At least one meeting, whether in person or virtual, will follow the format of a formal public hearing, while the County is identifying its housing and community development needs prior to writing the Consolidated Plan.

Accessibility: Meetings will be held at times and locations convenient to potential and actual beneficiaries. All meeting places will be handicapped accessible. Auxiliary aids, such as interpreters, will be provided upon request.

DEVELOPMENT OF THE CONSOLIDATED PLAN AND THE AFH: Orange County will develop a complete Consolidated Plan, including needs assessment, strategic plan, action plan, and certifications every five years. The County will hold a series of meetings to solicit resident views and proposals on housing and community development needs before the proposed consolidated plan is published for comment. The County will publicize and conduct these meetings as described in the **"Meetings and Public Hearings"** section.

Orange County will publish its proposed Consolidated Plan for comment prior to submitting it to HUD. A summary of the proposed plan will be published in newspapers of general circulation, along with a list of places where the entire proposed plan may be examined. The summary will also be sent to local advocacy groups, nonprofit housing organizations, housing-related service providers, for-profit developers, professional organizations, other known constituency groups, and citizens who have requested notification. The entire plan will be available on the Orange County website. A hard copy of the plan, in reasonable numbers, will also be provided to citizens or groups that request it. The proposed plan will contain information including the amount of assistance the County expects to receive and the range of activities that may be undertaken, including the estimated amount that will benefit persons of low- and moderate-income and the plans to minimize displacement of persons and to assist any persons displaced. At, or as soon as feasible after, the start of the public participation process, the County will make the HUD-provided data and any other supplemental information the County plans to incorporate into its Consolidated Plan and AFH available to its residents, public agencies, and other interested parties. At least one meeting or hearing will be held on the draft, publicized and conducted as described in the **"Meetings and Public Hearings"** section.

Orange County will receive comments from residents on the proposed consolidated plan for a period of not less than 30 days. The comment period will be publicized in the notices published in the newspaper and mailed to interested parties. Any comments received in writing or orally at the public hearings will be considered in preparing the final Consolidated Plan. The final Consolidated Plan will include a summary of these comments or views and the reasons for not accepting any comments received.

Action Plan: Orange County will develop an Annual Action Plan each year for the use of its funds and submit this plan with certifications. In the years in which the Annual Action Plan is directed by the five-year needs assessment and strategic plan, the County will hold hearings or meetings, publicized and conducted as described in the "Meetings and Public Hearings" section. The County will receive comments from residents on the proposed action plan for a period of not less than 30 days from the date when the draft is available to the public. The comment period will be publicized in the notices published in the newspaper and mailed to interested parties. Any comments received in writing or orally at the public hearings will be considered in preparing the final submission. The final Annual Action Plan will include a summary of these comments or views and the reasons for not accepting any comments received.

Amendments: Orange County will amend its Consolidated Plan prior to making any of the following decisions:

1. To change the method of distributing funds or the priorities for allocation;
2. To carry out an activity, using funds from any program covered by the Consolidated Plan (including program income), not previously described in the Annual Action Plan;
3. To change the purpose, scope, location, or beneficiaries of an activity from what was proposed in the original plan; or
4. To change the amount of funds reserved for a particular funding category or activity, unless the change is made in accordance with conditions and procedures specified in the original Consolidated Plan.

The County will receive comments from residents on the proposed substantial amendment for a period of not less than 30 days, unless waived by HUD during disasters, public health emergencies, or other federally designated emergencies. The opportunity to comment will be publicized and posted on the Orange County website and emailed to interested parties. The notice will include a summary of the proposed changes and information on how to request a copy of the entire proposed amendment. Any comments received in writing will be considered in preparing the substantial amendment. The final substantial amendment will be submitted with a summary of these comments or views and the reasons for not accepting any comments received.

ACCESSIBILITY FOR PEOPLE WITH LIMITED ENGLISH PROFICIENCY AND PEOPLE WITH DISABILITIES: All public meetings, workshops, and hearings are held in facilities that are accessible to people with disabilities. Upon reasonable request, Orange County will provide interpreters at public hearings and meetings. Furthermore, meeting notices will be sent to organizations representing non-English speaking residents of the County. The information will be made available in a form accessible to people with disabilities upon request (see "Contact Information" section).

AVAILABILITY TO THE PUBLIC: Digital copies of Orange County's most recent approved and adopted Consolidated Plan, Annual Action Plan, AFH, and CAPER are available to the public on the Orange County

Department of Housing and Community Development's website. Hard copies, in reasonable numbers, will also be provided to citizens or groups upon request.

ACCESS TO RECORDS: Orange County will provide residents of the community, public agencies, and other interested parties with reasonable and timely access to information and records regarding the Orange County Consolidated Plan, Annual Action Plan, AFH, CAPER, and use of Federal funds during the most recent five-year period.

TECHNICAL ASSISTANCE: Orange County will provide technical assistance to groups representative of persons of low- and moderate-income that request such assistance in (1) commenting on the Consolidated Plan, Annual Action Plan, AFH, or CAPER or (2) in developing proposals for funding assistance under any of the Federal programs covered by the Consolidated Plan, with the level and type of assistance determined by the County.

COMPLAINTS: At any time, residents may submit complaints related to the Consolidated Plan and any amendments, Annual Action Plan, AFH, or CAPER by telephone, mail, or email (see "Contact Information" section). The County will provide a written response to every written complaint that relates to the Consolidated Plan and any amendments, Annual Action Plan, AFH, or CAPER within 15 working days.

WAIVERS TO CITIZEN PARTICIPATION CONSOLIDATE PLAN REQUIREMENTS DUE TO COVID-19: In accordance with 24 CFR 5.110, HUD may, upon a determination of good cause and subject to statutory limitations, waive regulatory provisions. Additional regulatory waiver authority is provided in 24 CFR 91.600. In December 2019, a new coronavirus known as COVID-19 was first detected in Wuhan, People's Republic of China, causing outbreaks of the coronavirus disease that has now spread globally. In March 2020, the World Health Organization declared the coronavirus outbreak a pandemic and President Trump declared the outbreak a national emergency. The Coronavirus Aid, Relief, and Economic Security Act (CARES Act) makes available $5 billion in supplemental CDBG funding for grants to prevent, prepare for, and respond to coronavirus (CDBG-CV grants). A memorandum dated April 9, 2020, from John Gibbs, Acting Assistant Secretary for HUD's Office of Community Planning and Development (CPD), provides that grantees may amend citizen participation plans to incorporate certain waivers that establish expedited procedures to draft, propose, or amend consolidated plans and annual action plans with respect to CDBG-CV grants and FY 2019 and 2020 grants. Specifically, the waivers authorize an accelerated public notice and comment period of five days; further, the five-day period for comments on Consolidated Plans and amended citizen participation plans may run concurrently. The following waivers to Consolidated Plan and Action Plan requirements for CDBG-CV grants and FY 2019 and 2020 grants have been authorized by HUD to expedite CDBG response to the coronavirus pandemic:

1. Citizen Participation Public Comment Period: Given the need to expedite actions to respond to COVID-19, HUD has waived 24 CFR 91.115(c)(2) and (i) in order to balance the need to respond quickly to the growing spread of COVID-19 with the statutory requirement to provide reasonable notice and opportunity for citizens to comment on new Consolidated Plans, Annual Action Plans, and/or substantial amendments. The standard 30-day minimum notice and comment period is waived, provided that no less than five days are allowed for public comments on each Consolidated Plan, Annual Action Plan, or substantial amendment. This waiver is available through the end of calendar year 2020.
2. Citizen Participation Reasonable Notice and Opportunity to Comment: In recognition that efforts to contain COVID-19 require limiting public gatherings, such as those often used to obtain citizen

participation, HUD further waives 24 CFR 91.115(c)(2) and (i) to allow grantees to determine what constitutes reasonable notice and opportunity to comment given their circumstances. This authority is in effect through the end of the State's 2020 program year. Aside from the expedited vie-day public comment period, procedures for substantial amendments will also be modified. Citizens will be provided with notice and an opportunity to comment on proposed substantial amendments by way of email distribution lists and posting on the Orange County website and social media. A summary of each proposed substantial amendment will be included in the public notice. The County will identify a deadline for the submittal of written comments on the proposed substantial amendment; that timeframe will allow no less than five calendar days. Written comments may be submitted via email (see **"Contact Information"** section). A summary of all comments received will be attached to the substantial amendment to the Consolidated Plan.

3. **Performance Reports:** The County will publish its annual performance report for public comment and will conduct at least one hearing on the proposed report. The hearing or meetings will be publicized and held as described in the **"Meetings and Public Hearings"** section. The published notice will include a summary of the report, along with a list of places where the entire proposed plan may be examined. The summary will also be sent to local advocacy groups, nonprofit housing organizations, housing-related service providers, for-profit developers, professional organizations, other known constituency groups, and citizens who have requested notification. The entire report will be available for inspection online on the Orange County Department of Housing and Community Development's website, or in hard copy upon request.
   Orange County will receive comments from residents on the proposed consolidated plan for a period of not less than 15 days. The comment period will be publicized in the notices published in the newspaper and mailed to interested parties. Any comments received in writing or orally at the public hearings will be considered in preparing the final report. The final report will include a summary of these comments or views.

EFFECTIVE DATE: This plan was adopted on September 15, 2020 and supersedes all previous Citizen Participation Plans. The Board of Commissioners must approve all future amendments to this plan.

_____ _____

Penny Rich, Chair — Date
Orange County Board of Commissioners

ORANGE COUNTY
BOARD OF COMMISSIONERS

ACTION AGENDA ITEM ABSTRACT
Meeting Date: September 15, 2020

Action Agenda
Item No. 11-a

SUBJECT: Appointments to the Cardinal Innovations Community Advisory Council

DEPARTMENT: County Manager

ATTACHMENT(S):	**INFORMATION CONTACT:**
Applications from Interested Individuals	Travis Myren, 919-245-2308

PURPOSE: To approve appointees to the Cardinal Innovations Community Advisory Council.

BACKGROUND: In late 2019, Cardinal Innovations Healthcare, the designated Managed Care Organization (MCO) for Orange County, began to restructure how regional and community needs and issues are communicated to the Cardinal Innovations Board of Directors.

The restructuring involved broadening the membership of the existing regional Community Boards to create Regional Health Councils. Orange County is part of the Central Regional Health Council along with Alamance, Caswell, Chatham, and Person counties. Regional Health Councils are responsible for developing and approving the Regional Health Assessment and Regional Health Improvement Plan, providing input on Community Reinvestment Initiative projects, and creating a unified approach to advising the Cardinal Innovations Board of Directors on operations and services in the region. The members of the Regional Health Councils are appointed by the Cardinal Innovations Board of Directors.

The restructuring effort also broadened the membership of the existing Community Partners advisory board to create Community Advisory Councils which are unique to each County. The Community Advisory Councils are responsible for serving as a conduit for residents to ask questions and raise concerns about services provided by Cardinal Innovations and to provide a link back to the community to aid in achieving each Regional Health Council's visions and guiding principles. Community Advisory Council members are appointed by the Board of County Commissioners.

Cardinal Innovations opened and managed an online application process for Community Advisory Council members. Twelve applications were received, and Cardinal Innovations has requested action by the Board of Commissioners to appoint nine individuals. The application materials for each of the applicants is attached.

FINANCIAL IMPACT: There is no financial impact associated with this item.

SOCIAL JUSTICE IMPACT: The following Orange County Social Justice Goals are applicable to this item:

- **GOAL: FOSTER A COMMUNITY CULTURE THAT REJECTS OPPRESSION AND INEQUITY**
  The fair treatment and meaningful involvement of all people regardless of race or color; religious or philosophical beliefs; sex, gender or sexual orientation; national origin or ethnic background; age; military service; disability; and familial, residential or economic status.
- **GOAL: ENSURE ECONOMIC SELF-SUFFICIENCY**
  The creation and preservation of infrastructure, policies, programs and funding necessary for residents to provide shelter, food, clothing and medical care for themselves and their dependents.
- **GOAL: CREATE A SAFE COMMUNITY**
  The reduction of risks from vehicle/traffic accidents, childhood and senior injuries, gang activity, substance abuse and domestic violence.
- **GOAL: ENABLE FULL CIVIC PARTICIPATION**
  Ensure that Orange County residents are able to engage government through voting and volunteering by eliminating disparities in participation and barriers to participation.

ENVIRONMENTAL IMPACT: There is no Orange County Environmental Responsibility Goal impact associated with this item.

RECOMMENDATION(S): The Manager recommends that the Board appoint the following nine individuals to the Orange County Community Advisory Council:

1. Commissioner Jamezetta Bedford
2. Paul Berry
3. Karla Boreiko
4. Krista Caraway
5. Lisa Kaylie
6. Deborah Gilgor
7. Troy Manns
8. Kim Wanke
9. Allison Zirkle

Membership Application for Community Advisory Council

The Community Advisory Council is chartered to keep the Regional Health Council informed about member and family experiences and community health needs. This group is also intended to allow members and community stakeholders to take an active role in improving their lives and community.

First Name: Jamezetta **Last Name**: Bedford

Address: 401 Knob Ct

City: Chapel Hill **County**: Orange

State: NORTH CAROLINA **ZIP**: 27517

Phone: 919-360-9498 **Email**: jbedford@orangecountync.gov

How would you like us to contact you? Please check all that apply:
Phone, Email, Text Message

Age Range:
55-65

I self-identify as:
Female

I describe my race or ethnicity as:
White

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
No

Do you want written material in your spoken language?
Yes

Work Experience:
Work Experience My experience as a CPA would add financial acumen to the council. Twelve years of service on the Chapel Hill-Carrboro City Schools Board of Education, 3 as vice-chair and 3 as chair, combined with my current service as an Orange County Commissioner brings valued expertise in governance, education and collaboration. EXPERIENCE 7/08 – presentColeman Huntoon & Brown PLLCChapel Hill, NC Tax Senior. Developed expertise to prepare all 5500, CRT and 706 returns. Specializing in trust, gift and estate tax since 2013. Prepare individual, corporate, nonprofit and partnership returns as well. Extensive client contact. International audit experience. Accomplished in CCH ProSystems Tax, Engagement, and Fixed Assets, QuickBooks, Excel, and XCM with some Sage/Peachtree experience. 1/06 – 6/08William H. Bunch, CPA, PA Chapel Hill, NC Staff Accountant. Prepared corporate, nonprofit, partnership, trust and individual tax returns, including financial reports. Supervised and reviewed all property tax and payroll filings. Assisted clients with tax planning. Managed related financial planning business. Trained new employees in software applications. 7/04 – 12/06UNC Management Company, Inc. Chapel Hill, NC Trust Investment Specialist. Administered the

University's Planned Giving trusts and related assets. Reconciled trust and beneficiary accounts. Served as liaison with Development and Accounting Services. Published monthly and quarterly performance reports. Maintained portfolio compliance. Acting Business Manager. Duties included financial reporting, budgeting and forecasting; payroll; employee benefits and other HR responsibilities; coordinating annual audit; facilities management; invoices; payables; and web cash and trade order approval for the Investment Fund. 4/97 - 5/03Chapel Hill-Carrboro City Schools Substitute Teacher. 8/97 - 7/99Chapel Hill TEACCH – UNC-CH Workshop Coordinator. 1988 - 10/92The Childbirth Education Association of Baltimore Certified Childbirth Educator. Also served as treasurer with payroll duties for two years. 9/83 - 8/85 Fidelity and Guaranty Life Insurance Company Baltimore, MD Senior Pension Analyst. Administered approximately 145 pension plans for 14 branch offices. Processed annual reviews, new business, tax forms, terminations and death claims. Supervised customer billing. Trained staff for new IRA Dept. 11/82 - 8/83The Stuart Hack Company Baltimore, MD Pension Plan Asst. Administrator. 8/80 - 6/82Joint Committee for Control of Lexington High School Lexington, VA Mathematics Teacher.

Education (for demographic purposes. No formal education required to participate):
Master's Degree

I am passionate about or have knowledge of (please check ALL that apply):
Housing, Education, Maternal/child health, Children/youth services, Transitional age youth, Community/public health, Medical services, Early learning, Local government, Public policy/advocacy, Community needs assessment, Mental health services, Wellness promotion/prevention, Senior services, Disability services, Health equity/disparities, Law enforcement/corrections, Traditional health workers, Immigration/refugee communities, LGBTQI communities, Communities of color

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
See my answers above on why I want to serve which includes my qualifications. I also bring the perspective as an Army brat of the needs of veterans and their children as well. My 84 year old father put in 20 years and receives benefits. I do think having lived in other states, such as Hawaii, Utah, California, Maryland and Hawaii adds to appreciation for looking for models and examples outside of NC as well. Here's my education history: EDUCATIONTHE UNIVERSITY OF NORTH CAROLINA Chapel Hill, NC KENAN-FLAGLER BUSINESS SCHOOL May 2004 Master of Accounting – Specialization in Taxation GPA 3.7 THE UNIVERSITY OF VIRGINIA Charlottesville, VA BA with Distinction in Mathematics, May 1980 Honors: Echols Scholar, Intermediate Honors and Alpha Phi Omega Service Fraternity, Theta Chapter Service Key MCLEAN HIGH SCHOOL McLean, VA Valedictorian June 1976

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Cardinal Innovations Healthcare
550 South Caldwell Street, Suite 1500
Charlotte, NC 28202

Membership Application for Community Advisory Council

The Community Advisory Council is chartered to keep the Regional Health Council informed about member and family experiences and community health needs. This group is also intended to allow members and community stakeholders to take an active role in improving their lives and community.

First Name: Paul **Last Name**: Berry

Address: 600 Airport Blvd, Suite 200

City: Morrisville **County**: Orange

State: North Carolina **ZIP**: 27560

Phone: 9106500665 **Email**: pberry@uso-nc.org

How would you like us to contact you? Please check all that apply:
Email

Age Range:
45-54

I self-identify as:
Male

I describe my race or ethnicity as:
White

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
Handicap Parking

Do you want written material in your spoken language?
No

Work Experience:
30 years in the Unite States Marine Corps assisting service members and their families by connecting them to programs and resources. Currently the Network Director for NCServes Central Carolina. We cover 26 counties and provide free navigation of resources for 20 service categories.

Education (for demographic purposes. No formal education required to participate):
High School, Some College

I am passionate about or have knowledge of (please check ALL that apply):
Housing, Education, Veteran's services, Community needs assessment, Mental health services, Disability services

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
We are run the NCServes Central Carolina Network coordinating services for veterans and their families in 26 counties. We are also the Community of Practice Lead for all four NCServes Networks in the state. We are responsible to coordinating services across the state. We are members of numerous community veterans boards and committees. We can bring great value to a group like this.

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First Name: Karla **Last Name**: Boreiko

Address: 5915 Beech Bluff Lane

City: Durham **County**: Orange

State: NC **ZIP**: 27705

Phone: 919408-0009 **Email**: lilywh@aol.com

How would you like us to contact you? Please check all that apply:
Phone, Email

Age Range:
65+

I self-identify as:
Female

I describe my race or ethnicity as:
White

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
No

Do you want written material in your spoken language?
Yes

Work Experience:
Worked with children from K- 12 with different needs. First job was with young adults who had committed crimes and were living in a contained school. It's focus was education and emotional control. Then I worked with young children with severe cognitive disabilities. These children lived in foster group homes, but were educated in the public school, this was in Compton CA. The classes moved to another area outside of LA, where I continued as a classroom teacher with the same population. My next employment was with the recreational department of Pasadena CA where I worked helping with life and social skills in a day treatment program for adults. In Chapel Hill I worked in a self contained classroom for elementary age children with autism. This classroom was at a public school and children were mainstreamed for classes as determined by their IEPs. I then switched into a position as a autism support consultant for autistic children in the regular education program. This position was designed to support the students, teachers and parents. I served K-9 and also supported pre-school students when needed. I retired in 2018.

Education (for demographic purposes. No formal education required to participate):
Bachelor's Degree

I am passionate about or have knowledge of (please check ALL that apply):
Education, Children/youth services, Transitional age youth, Early learning, Community needs assessment, Mental health services, Wellness promotion/prevention, Disability services, Health equity/disparities, Immigration/refugee communities

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
My years of working with young adults and children has given me an opportunity to see what works and what needs still exist. The information flow/ support for immigrants and people with less economic means is not a cohesive system, leaving them unaware of the supports that do exist. My years working in the school system also exposed weak to non-existent support for mental health issues. This area of need seems to have increased without a plan for how to obtain services, or enough well planned effective services. As we see throughout this country our inability to effectively address these needs has substantial costs to our society. We can often identify children needing help at a young age, but without resources there is little we can do to truly help. My knowledge of the holes that exist and ideas of how we can help support these children and their families is why I wish to be on the CAC.

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Membership Application for Community Advisory Council

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First Name: Krista **Last Name**: Caraway

Address: 109 Cabernet Drive

City: Chapel Hill **County**: Orange

State: NC **ZIP**: 27516

Phone: 9105546681 **Email**: kristazeltcaraway@gmail.com

How would you like us to contact you? Please check all that apply:
Email

Age Range:
35-44

I self-identify as:
Female

I describe my race or ethnicity as:
I decline to answer

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
No

Do you want written material in your spoken language?
Yes

Work Experience:
20 years as a special educator in public education in NC, ARC, UNC Autism Researcher and Educational Coach, ASNC board of directors for Orange and Chatham Counties, Special Olympics of Orange County Coach

Education (for demographic purposes. No formal education required to participate):
Bachelor's Degree

I am passionate about or have knowledge of (please check ALL that apply):
Housing, Community organizing, Education, Maternal/child health, Children/youth services, Transitional age youth, Addictions, Community/public health, Early learning, Local government, Public policy/advocacy, Mental health services, Wellness promotion/prevention, Health equity/disparities, Law enforcement/corrections, Faith communities, Domestic violence

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
I have a son on the autism spectrum, was a special educator for 2 years, provides respite B3 services, research for UNC and contributor for NPR for autism spectrum related evidence based practices.

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Regional Health Council

The Regional Health Council is chartered to serve as an advisory council to Cardinal Innovations Healthcare on the health and wellness of members in each area including the coordination, improvement and development of behavioral and physical health services and holistic supports for individuals diagnosed with mental health, substance use, and/or an intellectual and developmental disability.

First Name: Kerri **Last Name**: Erb

Address: 5121 Kingdom Way, Suite 100

City: Raleigh **County**: Orange

State: NC **ZIP**: 27697

Phone: 9199612374 **Email**: kerb@autismsociety-nc.org

How would you like us to contact you? Please check all that apply:
Email

Age Range:
35-44

I self-identify as:
Female

I describe my race or ethnicity as:
White

Race: Other, if applicable:

Which spoken language do you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
no

Do you want written material in your spoken language?
N/A

Work Experience:
Progressive experience with Autism Society of North Carolina. Began in Case Management and Service Coordination, moved into clinical, training and growing levels of administration. At present I serve as the Chief Program Officer for the organization. This role has responsibility for strategic direction and leadership across all services lines ASNC offers (Clinical/Innovations/IDD supports and Family to Family Peer Support). Mostly, I am an unofficial translator between DHHS, MCOs, PHPs, Health plans, our staff, community members, families and individuals with autism spectrum disorder. I've served on a variety of advisory board for Medicaid, PNC's for MCO's, DD Consortium and others. My work of recent times has been heavily engaged in the NCDD IDD Medical Health Home grant and projects. I look forward to working with groups to continue translating and moving into our future world of integrated and value based care.

Education (for demographic purposes. No formal education required to participate):
Master's Degree

I am passionate about or have knowledge of (please check ALL that apply):
Education, Children/youth services, Community/public health, Medical services, Early learning, Public policy/advocacy, Disability services

Passionate about: Other, if applicable:

What do you feel qualifies you for the Regional Health Council?
I've professionally grown up in the system, and have working knowledge of best practices in IDD/ASD, complex care and the realities of struggles of families and gaps in the system. I know how the private and public healthcare system work, where opportunities lie and where barriers arise. As a leader of PLLF and other groups which often include diverse opinions and preferences, I can move conversations forward in solution based manners across a variety of backgrounds.

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Charlotte, NC 28202

Membership Application for Community Advisory Council

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First Name: Deborah **Last Name**: Gilgor

Address: 800 Tinkerbell Rd

City: Chapel Hill **County**: Orange

State: NC **ZIP**: 27517

Phone: 9192599974 **Email**: degilgor@gmail.com

How would you like us to contact you? Please check all that apply:
Phone, Email, Text Message

Age Range:
45-54

I self-identify as:
Non-binary

I describe my race or ethnicity as:
White

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
No

Do you want written material in your spoken language?
Yes

Work Experience:
I have been an educator since 1989.

Education (for demographic purposes. No formal education required to participate):
Master's Degree

I am passionate about or have knowledge of (please check ALL that apply):
Housing, Community organizing, Education, Maternal/child health, Children/youth services, Early learning, Community needs assessment, Health equity/disparities, LGBTQI communities, Domestic violence, Communities of color

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
I am passionate about my community and have the ability to put into effect policies of positive change.

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First Name: Heather **Last Name**: Griffin-Dolciney

Address: 104 New Stateside Drive

City: Chapel Hill **County**: Orange

State: NC **ZIP**: 27516

Phone: 9199422803 **Email**: heather.g@fhrecovery.org

How would you like us to contact you? Please check all that apply:
Email, Text Message

Age Range:
45-54

I self-identify as:
Female

I describe my race or ethnicity as:
White

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
no

Do you want written material in your spoken language?
Yes

Work Experience:
I currently serve as the Regional Operations Director of Freedom House Recovery Center, Inc. and President of the OPC Provider Council. I have helped manage Freedom House's array of services (adult, child, and family OPT and med management, MCT, FBCS, in-home therapies, PSS, and residential SUDs services)in the Orange and Person communities for 13 years. Additionally, in years past, I have served on the board of the Orange County Partnership to End Homelessness to extend my ability to serve those community members most in need.

Education (for demographic purposes. No formal education required to participate):
Master's Degree, Other

I am passionate about or have knowledge of (please check ALL that apply):
Housing, Community organizing, Maternal/child health, Children/youth services, Addictions, Public

policy/advocacy, Community needs assessment, Mental health services, Wellness promotion/prevention, Health equity/disparities, Domestic violence

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
In addition to the work experience and interests listed above, I am well organized and enjoy helping others take large concepts and break them down into manageable parts. I am self-motivated and enjoy engaging others in working toward a common goal.

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First Name: Lisa **Last Name**: Kaylie

Address: 3914 SWEETEN CREEK RD

City: CHAPEL HILL **County**: Orange

State: NC **ZIP**: 27514

Phone: 6152896814 **Email**: lisakaylie@gmail.com

How would you like us to contact you? Please check all that apply:
Email

Age Range:
45-54

I self-identify as:
Female

I describe my race or ethnicity as:
White

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
No

Do you want written material in your spoken language?
Yes

Work Experience:
I have an MBA from UNC Kenan-Flagler and have worked in the high tech industry since 1996. For the last 15 years I've been President of Frucon International. Frucon International is the US subsidiary of the Belgian company Nayan and runs retail online stores for brands. In addition to my paid employment, I have served on the boards of several local non-profits including the Autism Society of NC Orange and Chatham County chapter, the North Carolina Therapeutic Riding Center, and Kidzu - the Chapel Hill Children's Museum. I have also served as Parent Chair of Ephesus School Improvement Team, as President of the Chapel Hill Carrboro City Schools Special Needs Advisory Council, and as President of the Chapel Hill Carrboro City Schools PTA Council.

Education (for demographic purposes. No formal education required to participate):
Master's Degree

I am passionate about or have knowledge of (please check ALL that apply):
Community organizing, Education, Children/youth services, Transitional age youth, Local government, Public policy/advocacy, Community needs assessment, Mental health services, Disability services, Traditional health workers

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
I am an active member of the community. My focus has been on public education and disability rights. I have a strong record of board service and would welcome the opportunity to serve on the Community Advisory Council.

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First Name: Lara **Last Name**: Kehle

Address: 101 Cloister Ct. Ste. D

City: Chapel Hill **County**: Orange

State: North Carolina **ZIP**: 27514

Phone: 9193589270 **Email**: LKehle@kidscope.chtop.org

How would you like us to contact you? Please check all that apply:
Email, Text Message

Age Range:
35-44

I self-identify as:
Female

I describe my race or ethnicity as:
White

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?

Do you want written material in your spoken language?
Yes

Work Experience:
Currently, the director of KidSCope leading an agency with two developmental day centers in Orange and Chatham Counties, parent education programs (Incredible Years), early childhood mental health consultation and therapy, consultation, training and support to pediatric offices and clinics (ABCD program) Founder of Chatham Action on Resilience (CARS), and co-chair of numerous committees and coalitions Ten years in Chatham County as an Early Childhood Mental Health Consultant, parent educator, and professional development trainer with KidSCope Previously, school psychologist and mental health disabilities coordinator in Pasco County, Florida, and Baltimore, Maryland

Education (for demographic purposes. No formal education required to participate):
Master's Degree

I am passionate about or have knowledge of (please check ALL that apply):
Community organizing, Education, Maternal/child health, Children/youth services, Early learning, Public

policy/advocacy, Community needs assessment, Mental health services, Wellness promotion/prevention, LGBTQI communities, Domestic violence

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
Many years of leadership roles in numerous committees and collaborations, starting the Resilience Initiative in Chatham County, and experience within the community serving children, families, and those who work with them.

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First Name: Kathryn **Last Name**: Kennedy

Address: 3105 Mel Oaks Trail

City: Chapel Hill **County**: Orange

State: United States **ZIP**: 27516

Phone: 9196191523 **Email**: katepaisleykennedy@gmail.com

How would you like us to contact you? Please check all that apply:
Email

Age Range:
45-54

I self-identify as:
Female

I describe my race or ethnicity as:
White

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
No

Do you want written material in your spoken language?
Yes

Work Experience:
I am currently the Chapel Hill Carrboro City School District Lead AVID, Twice Exceptional and Gifted Education Specialist. I have also worked as a Family Support Network parent advocate as well as working at UNC Department of Psychiatry as the Parent Education and Family Support Advocate in the ASPIRE autism study. I also supported families with other severe mental health diagnosis.

Education (for demographic purposes. No formal education required to participate):
Bachelor's Degree

I am passionate about or have knowledge of (please check ALL that apply):
Education, Children/youth services, Transitional age youth, Early learning, Mental health services, Wellness promotion/prevention, Disability services, Health equity/disparities, Domestic violence, Communities of color

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
I feel my 20+ years of residency in Orange County combined with my background in education, family support services, equity, and autism create a compelling combination. I am committed to education, equity and equal access. I look forward to serving if selected.

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Membership Application for Community Advisory Council

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First Name: Troy **Last Name**: Manns

Address: 2525 Booker Creek Rd 7D

City: Chapel Hill **County**: Orange

State: North Carolina **ZIP**: 27514

Phone: 919-758-1804 **Email**: tmanns@rcnc.org

How would you like us to contact you? Please check all that apply:
Phone, Email

Age Range:
45-54

I self-identify as:
Male

I describe my race or ethnicity as:
Black or African American

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
No

Do you want written material in your spoken language?
No

Work Experience:
Troy Manns is the Statewide Manager of Advocacy and Education at Recovery Communities of North Carolina. Troy has over 18 years' experience in working to galvanize people and systems toward supporting long term recovery initiatives. He has extensive experience in working as a Certified Peer Support Specialist, Substance Use Disorder Specialist, Recovery Advocate, a CSAC-I, Trainer, Facilitator, Program Developer, Public Speaker and Change Strategist. He also serves on the North Carolina Commission for Mental Health, Developmental Disabilities, and Substance Abuse Services. Troy is highly respected in the addiction and recovery fields and spends his life working to remove barriers to recovery for people with Substance Use Disorders. He supports their family members and works to educate those in high places to understand the impact of both addiction and recovery on individuals, families, communities, society and the workplace. His brainchild, "Foundations for Hope (f4H)" facilitated at the Orange County Detention Center and partnering with "Josh's Hope Foundation" speaks to Troy's ability to convince state and local decision makers including the Orange County Sheriff's Department, Judges, Recovery Court personnel and other State officials that those

with substance use disorders can and do recover. Prior to coming to RCNC, Troy served as Co-Director of Paths to Recovery Community Center (a program of Freedom House Recovery Center in Chapel Hill, NC). His previous experience also included working in the areas of Outreach and Advocacy for Oxford House and as Coordinator of Healthcare at Freedom House. He also served as the Director of Recidivism Reduction Services that helped people re-entering from prison learn new life skills to keep them from returning to prison.

Education (for demographic purposes. No formal education required to participate):
High School

I am passionate about or have knowledge of (please check ALL that apply):
Housing, Community organizing, Children/youth services, Addictions, Medical services, Local government, Mental health services, Law enforcement/corrections, Faith communities, Domestic violence

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
I feel my passion to help make others lives better in whatever way possible and being in recovery for the past 19 years, makes me qualified.

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Membership Application for Community Advisory Council

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First Name: Kim **Last Name**: Wanke

Address: 3815 Kenwood Drive

City: Hillsborough **County**: Orange

State: NC **ZIP**: 27278

Phone: 919-732-0915 **Email**: kwanke28@gmail.com

How would you like us to contact you? Please check all that apply:
Email

Age Range:
45-54

I self-identify as:
Female

I describe my race or ethnicity as:
White

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
No

Do you want written material in your spoken language?
Yes

Work Experience:
Currently a Grants Manager in Pediatrics at Duke University. Previous positions in grant management, administrative, accounting.

Education (for demographic purposes. No formal education required to participate):
Bachelor's Degree

I am passionate about or have knowledge of (please check ALL that apply):
Housing, Community organizing, Education, Maternal/child health, Children/youth services, Community/public health, Local government, Veteran's services, Mental health services, Senior services, Other (please describe)

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
Since there was not an exhaustive list given of qualifications to join the council, I can only say that I want to contribute in any way I can (help with decision-making within the county, advocacy for underrepresented groups, thoughtful consideration of changes within the county). I can lend an ear, voice my opinions, help with any financial or budgetary considerations, etc. I have known neighbors within the county that have struggled with re-entry, with adequate housing, with senior services, with healthcare, and knowing their stories might help me to contribute and add to the richness of the conversations.

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Membership Application for Community Advisory Council

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First Name: Allison **Last Name**: Zirkel

Address: 217 S Hillsborough Ave

City: Hillsborough **County**: Orange

State: NC **ZIP**: 27278

Phone: 919-245-2304 **Email**: azirkel@orangecountync.gov

How would you like us to contact you? Please check all that apply:
Email

Age Range:
35-44

I self-identify as:
Female

I describe my race or ethnicity as:
White

Race: Other, if applicable:

Which spoken language to you prefer?
English

Do you require an interpreter?
No

Do you require any accommodations (handicap accessibility, space for service animal, etc.)?
No

Do you want written material in your spoken language?
Yes

Work Experience:
Community-based mental health - provision of state funded services (IIH, CST, outpatient therapy) Currently work for the Orange County Criminal Justice Resource Dep't. I provide mental health and substance use assessment and referral, along with some brief counseling and crisis management, to the county jail population. I also collaborate with other agencies in the community including the Partnership to End Homelessness, IFC, CEF, Freedom House, and UNC. I facilitate the "Familiar Faces" Task Force to try and identify needs and service gaps relevant to community members with the highest utilization of emergency, crisis, and law enforcement services.

Education (for demographic purposes. No formal education required to participate):
Master's Degree

I am passionate about or have knowledge of (please check ALL that apply):
Housing, Community organizing, Transitional age youth, Addictions, Local government, Mental health services,

Wellness promotion/prevention, Health equity/disparities, Law enforcement/corrections, LGBTQI communities, Domestic violence

Passionate about: Other, if applicable:

What do you feel qualifies you for the Community Advisory Council (CAC)?
Not only do I provide services for individuals in Orange County and work as an Orange County employee, I also am a resident myself and live in Hillsborough. I have been working in behavioral health services in this area for at least 15 years. I am familiar with existing service definitions. I am invested in this community and want to be a part of the process looking towards improving services for community members to make sure that gaps in service delivery and addressed and filled with appropriate services and supports. I'm interested in system level changes as well and would like to see how the community can advocate with Cardinal at the State level to improve service funding and delivery.

If you have printed this application, please send to:

King Jones
Cardinal Innovations Healthcare
550 South Caldwell Street, Suite 1500
Charlotte, NC 28202

DRAFT **INFORMATION ITEM** Date Prepared: 09/02/20
Date Revised: 09/04/20

BOCC Meeting Follow-up Actions

(Individuals with a * by their name are the lead facilitators for the group of individuals responsible for an item)

Meeting Date	Task	Target Date	Person(s) Responsible	Status
9/1/20	Review and consider request by Commissioner Greene that the County implement a publicity effort regarding voting opportunities for those who experience eviction or foreclosure between now and the election	10/1/2020	Rachel Raper Todd McGee	Publicity effort to move forward
9/1/20	Review and consider request by Commissioner McKee that staff prepare a report for the BOCC by October 31, 2020 outlining measures to provide broadband access across the County with a budget of up to $30 million	10/31/2020	Jim Northrup Travis Myren	To be discussed as part of September 10, 2020 work session
9/1/20	Review and consider request by Commissioner Rich that the Board authorize the Chair to send a letter to Attorney General Josh Stein detailing the County's support for his efforts related to the United States Postal Service and related policy and service changes	9/15/2020	Chair/Vice Chair/Manager David Hunt	**DONE** Based on Board authorization, letter sent
9/1/20	Review and consider request by Commissioner Rich that the Board authorize the Chair to send a letter to NC's two US Senators and Congressman Price with concerns related to the United States Postal Service and related policy and service changes	9/15/2020	David Hunt Greg Wilder	Based on Board authorization, letters to be drafted and sent
9/1/20	Review and consider request by Commissioner Rich that the Board consider naming the Whitted Meeting Room in honor of Donna Baker in recognition of her service as the Clerk to the Board	9/15/2020	Bonnie Hammersley	**DONE** Scheduled for the Board's September 15, 2020 Business meeting
9/1/20	Review and consider request by Commissioner Rich that the Board at a future meeting consider a resolution supporting the decriminalization of marijuana	9/15/2020	Bonnie Hammersley	**DONE** Scheduled for the Board's September 15, 2020 Business meeting

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Date Prepared: 09/02/20
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Meeting Date	Task	Target Date	Person(s) Responsible	Status
9/1/20	Draft a letter for the Chair to NC's two US senators expressing support for the John R. Lewis Voting Rights Act of 2020 and enclose the Board's adopted resolution celebrating the 55th anniversary of the Voting Rights Act of 1965	10/1/2020	Annette Moore	Letter to be drafted
9/1/20	Check on the status/functionality of two websites noted in the COVID-19 Update report related to Economic Development and Housing & Community Development	9/15/2020	Travis Myren	To be checked
9/1/20	Send the Board's adopted Juneteenth Resolution to Carrboro, Chapel Hill Town Council, Mebane City Council, Hillsborough Town Board, CHCCS Board of Education, OCS Board of Education, and the other 99 NC counties	9/20/2020	David Hunt	**DONE**
9/1/20	Draft a letter for the Chair to send to the Orange County ABC Board requesting feedback on circumstances and concerns that led to the ABC Board declining the requested $7,500 increase in grant funds for Drug Treatment Court services, especially in light of the recent increased sales activity and greater revenues	10/8/2020	Cait Fenhagen	Pending follow-up by Commissioner Dorosin, letter may be drafted for the Chair
9/1/20	Investigate and provide information to the Board regarding ways the Board and County can have greater influence and impact decision making regarding the allocation of local ABC revenues	10/8/2020	John Roberts	To be investigated and information shared with the Board, potentially at October 8, 2020 work session

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

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ORANGE COUNTY
NORTH CAROLINA

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Hillsborough, NC 27278

MEMORANDUM

TO:	Board of County Commissioners
FROM:	Tom Ten Eyck, Transportation/Land Use Planner
CC:	Craig Benedict, Orange County Planning Director
	Tom Altieri, Comprehensive Planning Supervisor
DATE:	August 27, 2020
SUBJECT:	Orange County Transit Plan – Transit Summit #1

This memo is an announcement that Orange County Planning, with the help of the consulting group, Renaissance Planning, Inc., will be hosting an on-line Transit Summit on Thursday, October 1st, 2020 from 5:00 PM – 8:00 PM. This is one of the key public outreach activities to engage various stakeholder groups as well as the public at large with the 2020 Transit Plan Update, and participation information is available on the project website (www.octransit2020.com) as well as the County website.

In January 2020, Orange County Planning Staff began work with Renaissance in defining the scope and deliverables of the consulting work. Over the past several months, planning staff and the consulting team have met to discuss key project deliverables, the creation of a project website and the public participation plans; the team has also hosted meetings for the Policy Steering Committee—a multi-jurisdictional stakeholder group that informs the goals of the overall plan update—as well as for the multi-agency staff work group from within the region. With COVID-19 at the forefront of County operations, safety considerations have led the discussion since meetings began in late February, and the first Transit Summit will be held using the Zoom platform.

In preparation for the first Transit Summit, planning staff and the consulting team are creating and administering a survey to residents of Orange County to receive feedback on what type of services are most desirable to County Residents. The consulting team brings with them expertise in reaching out to diverse stakeholder groups to ensure that minority and historically-marginalized groups within the community are included in the survey and planning process, and multi-lingual phone lines are being established to receive survey feedback as well as to gather comments throughout the entire update. The team is also working with various County departments, including Transportation Services and Community Relations, to be able to do onboard advertising and survey drops in order to reach out to as many different public and stakeholder groups as possible before the first Transit Summit. Advertising will take place on the Orange County website and Orange County social media, and municipal colleagues have been invited to promote on their media channels. Anyone who is interested in the update process is directed to the project website, which includes an FAQ page, a project history page with ongoing updates, a section for how to get involved, and a signup to receive emails reminders for key events.

The entire update is an iterative process that will be revised and informed by meetings and feedback from county residents; findings from the first Transit Summit will help inform the

Regional Connections Opportunity Report, the Transit Choices Brochure, the project website as well as the focus for the second Transit Summit, which is scheduled to take place in early January 2021. All of this will, ultimately, inform the final plan.

If you have any questions regarding the information contained herein, please contact Craig Benedict at 919-245-2592 (email: cbenedict@orangecountync.gov), Tom Ten Eyck at 919.245.2567 (email: tteneyck@orangecountync.gov) or Tom Altieri at 919.245.2579 (email: taltieri@orangecountync.gov).