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.

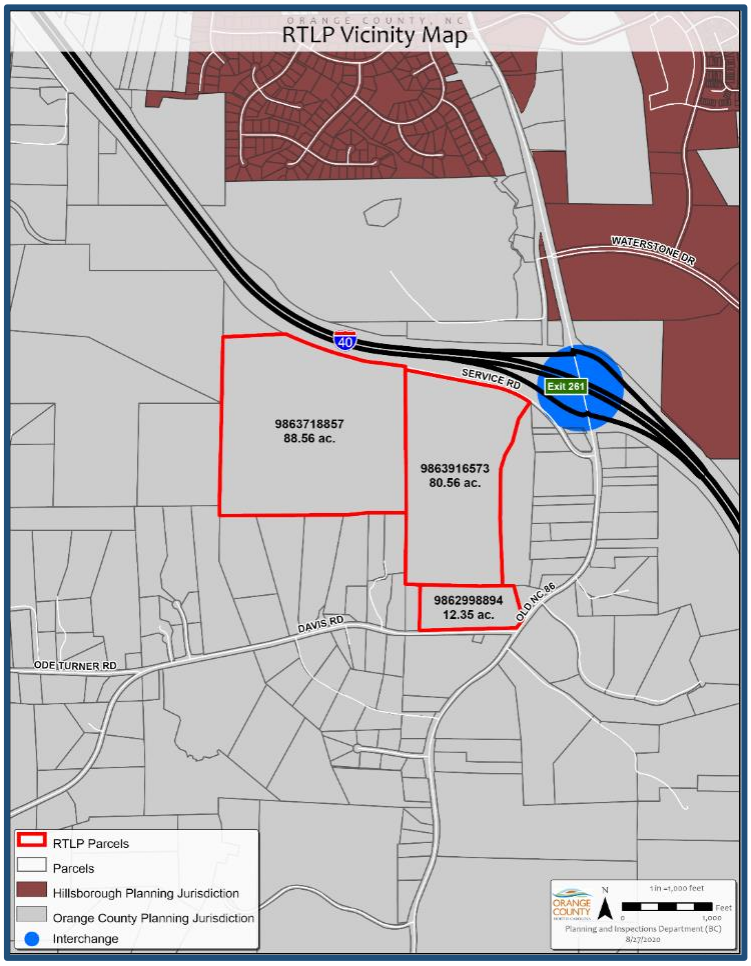
Staff hopes that residents and the BOCC will find this document useful.

Sections 1 to 7 of the RTLP FAQ prepared by: Orange County Planning and Inspections Department

1. Background – Land Use and Zoning

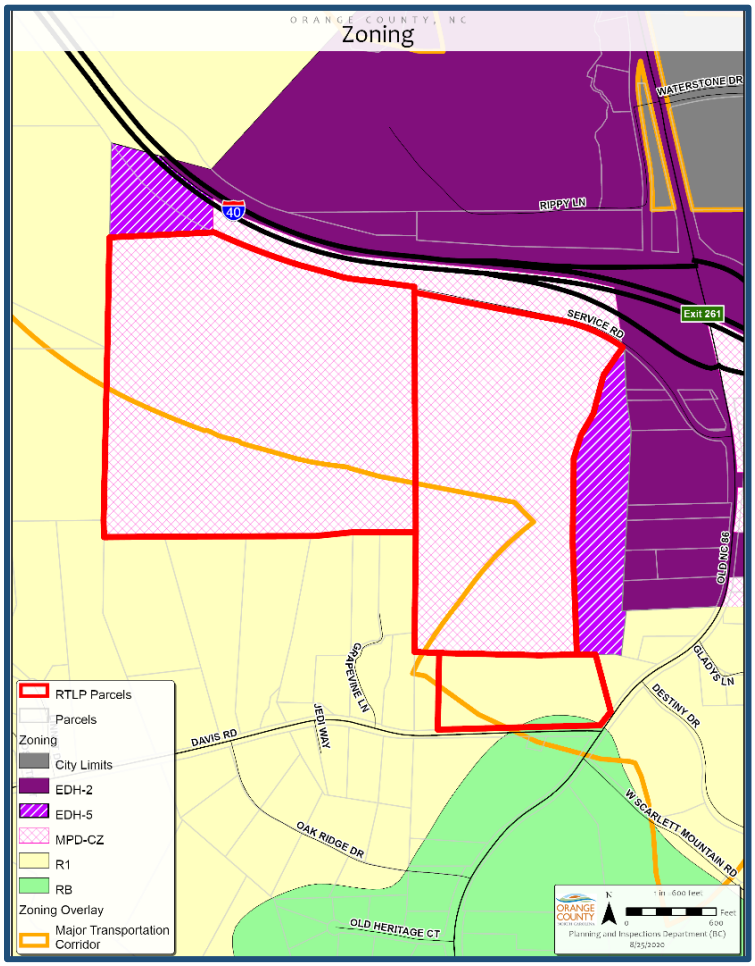
1.1 Where is the proposed Research Triangle Logistics Park (RTLP) site located?

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.

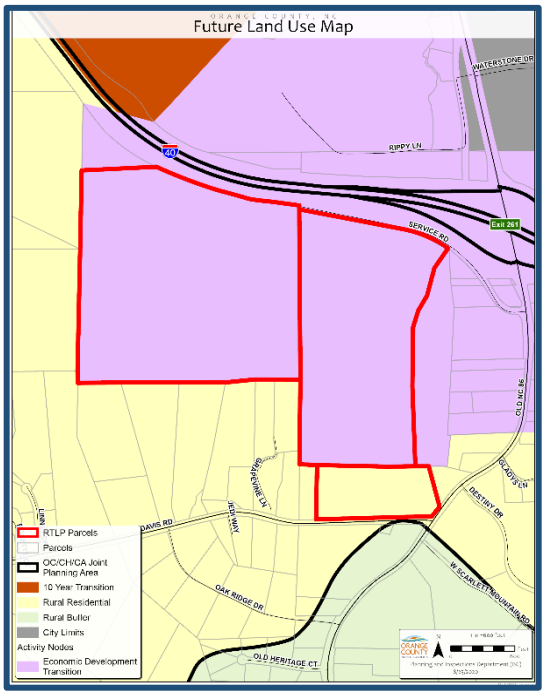


1.3 Is the proposed RTLP project located within the Rural Buffer?

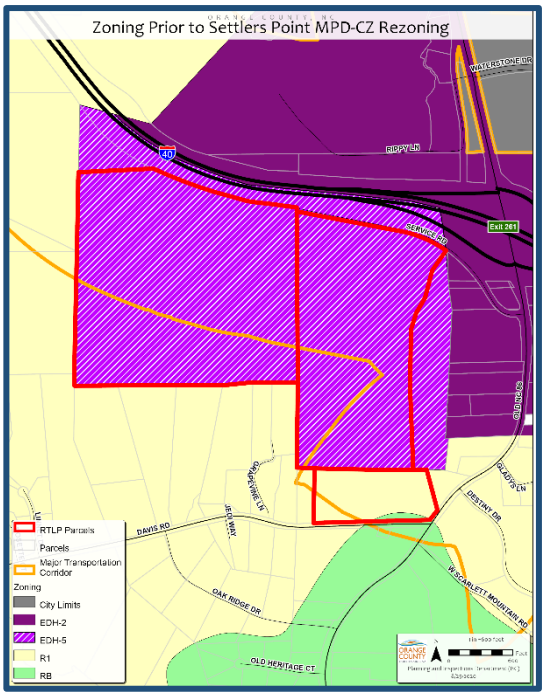
No. The majority of the site identified for the proposed RTLP project is not located within the Rural Buffer. A small portion of the southeast corner of the site (totaling 26,000 square feet), which follows the Jordan Lake Unprotected Watershed, is classified as Rural Buffer and will remain as Rural 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.

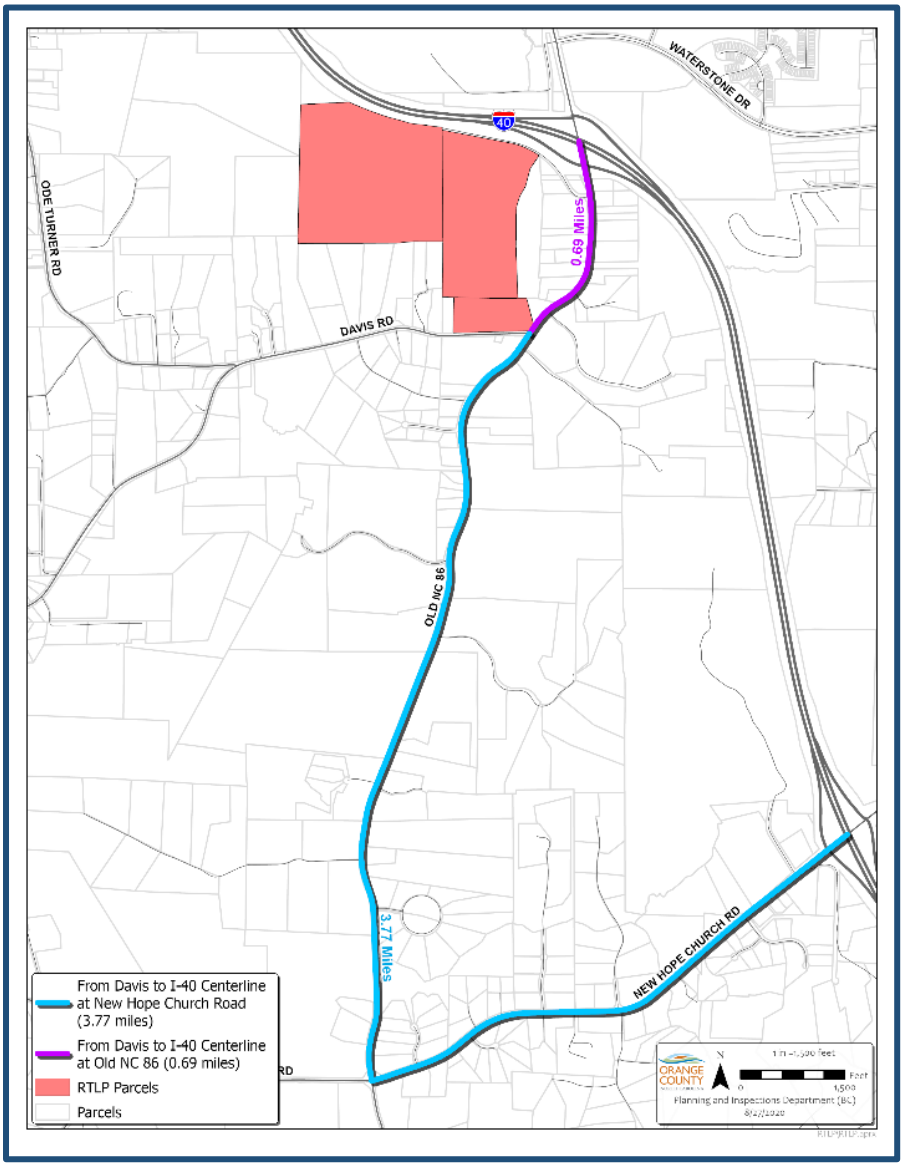
Description/ITE Code	Unit of Measure	Expected Units	Total Generated Trips			Total Distribution of Generated Trips					
			Daily	AM	PM	AM in	AM out	Pass -by	PM in	PM out	Pass -by
Discount Supermarket (854)	Sq. Feet	180,000	**16,355**	455	1,501	203	147	105	578	578	345
Supermarket (850)	Sq. Feet	49,000	**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											
			Daily			AM Peak Hour			PM Peak Hour		
Land Use Type	ITE Code	Amount	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.

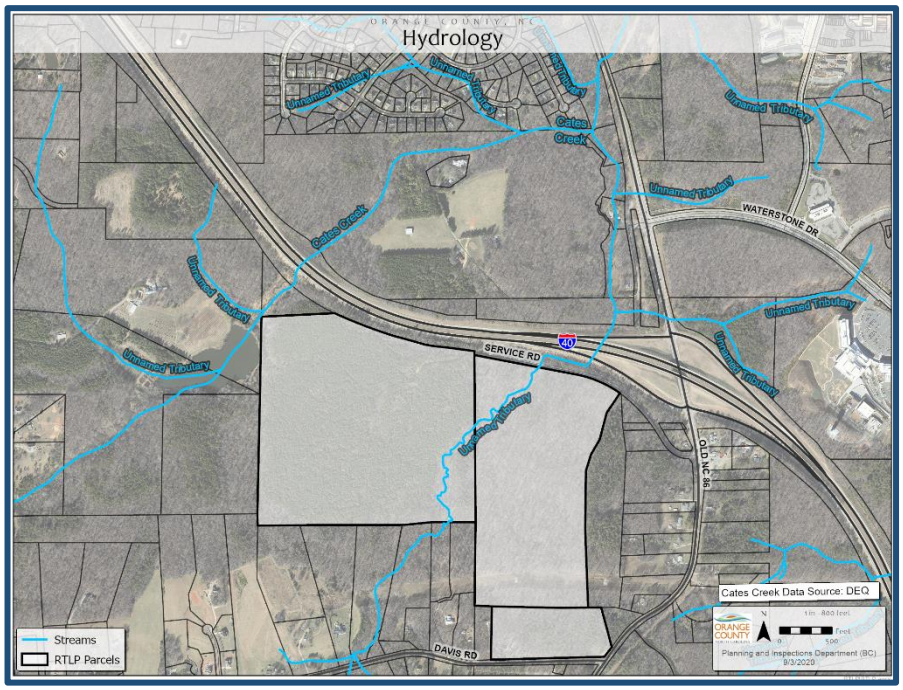
4.14 Has any consideration been given to the addition of a signal at the intersection of Millstone Drive and Old NC 86?

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?

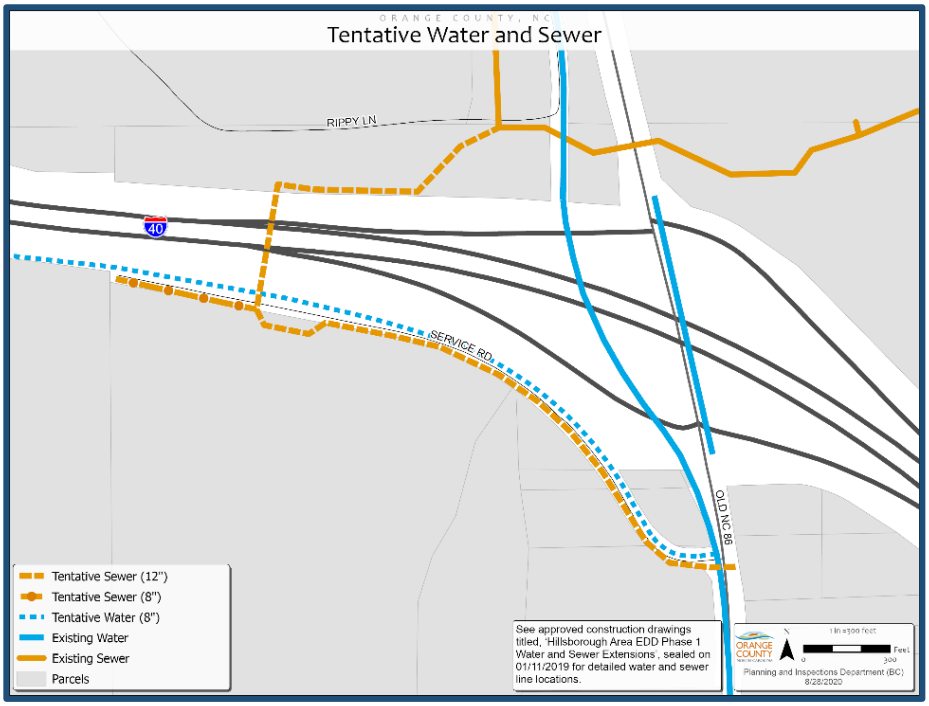
Yes. The proposed project will be required to meet standards of Section 6.8, Landscaping, Buffers, and Tree Protection, of the Orange County Unified Development Ordinance. In addition, draft conditions for the proposed RTLP project include the following:

- 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)

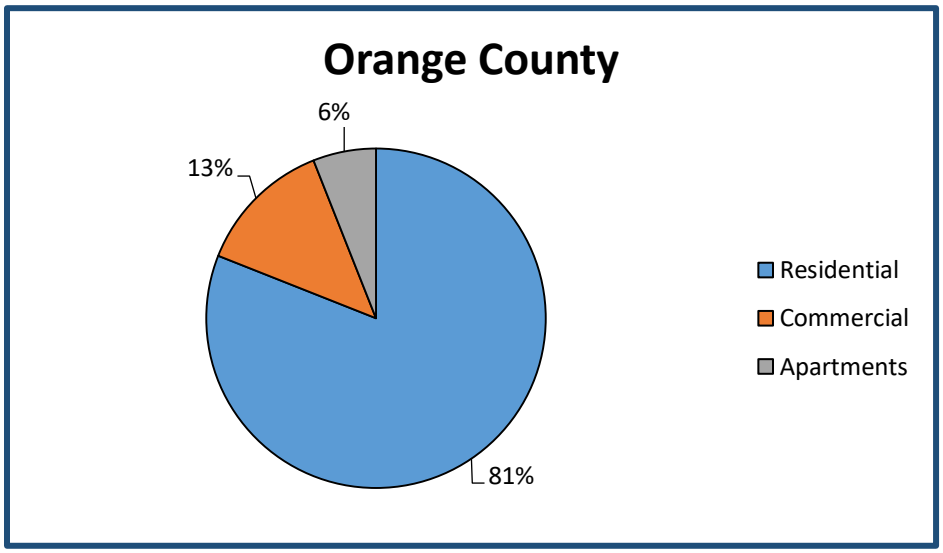
Projected Investment	New Jobs	Average Wage of New Jobs Created	Building Size
$3 Million	400	$62,665	N/A

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.