

**AGENDA
CARRBORO BOARD OF ALDERMEN
TUESDAY, JUNE 2, 1998
7:30 P.M., TOWN HALL BOARD ROOM**

Approximate Time*

7:30 - 7:40 A. **REQUESTS FROM VISITORS AND SPEAKERS FROM THE FLOOR**

7:40 - 7:45 B. **CONSENT AGENDA**

(1) **Approval of Minutes of Previous Meeting: May 26, 1998**

(2) **Request to Set Public Hearing/Conditional Use Permit Request/Town Center**

The New Synergy Partnership, on behalf of the owners of the former Carrboro Baptist Church (The Town of Carrboro), has submitted an application for a conditional use permit to allow a combination use for an Office (Use 3.110), a Community Center (Use 6.140) and a Police Station (Use 13.100). The Board of Aldermen must hold a public hearing to receive input before reaching a decision on a conditional use permit application. The administration recommends that the Board set the public hearing for June 23, 1998.

(3) **Request to Set Public Hearing/Voluntary Annexation/Phase III, Lake Hogan Farms Subdivision**

Dale Redfoot, representing Lake Hogan Farms Development Company, LLC, has submitted a petition for annexation requesting that 26.08 acres located in the Lake Hogan Farms Subdivision be annexed into the town. The administration requests that a public hearing be set for June 23, 1998.

(4) **Authorization for Payment/Utility Auditing**

The purpose of this agenda item is to authorize the payment of \$6,103.37 to Johnson, Wilson and, Peard, Inc. for utility auditing services as a result of savings identified in the Town's utility bills.

7:45 - 7:55 C. **RESOLUTIONS, PROCLAMATIONS AND CHARGES**

D. **PUBLIC HEARINGS**

7:55 - 8:40 (1) **Continuation of Public Hearing/Land Use Ordinance Text Amendment/
NP Drive-In and Drive-Through Windows**

The Board of Aldermen will continue its public hearing on a proposed Land Use Ordinance text amendment, which would limit businesses with drive-through windows.

8:40 - 9:00
P/5

(2) Manager's Proposed Budget for Fiscal 1998-99

The Board will receive citizen's comments on the Manager's recommended budget for Fiscal 1998-99. In addition, the town staff has invited representatives from agencies who have submitted requests for funding that were not considered by the Human Services Commission to attend tonight's public hearing to make brief comments on their requests.

9:00 - 9:10 BREAK

E. OTHER MATTERS

9:10 - 9:25
P/5

(1) Durham-Chapel Hill-Carrboro 2025 Transportation Plan

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization is in the process of developing its long-range 2025 Transportation Plan. The Durham-Chapel Hill-Carrboro Transportation Advisory Committee has opened a 60-day comment period and requested those local governments receive a report on the 2025 Transportation Plan. The purpose of this item is for the Board of Aldermen to receive a report on the 2025 Transportation Plan from the Durham-Chapel Hill-Carrboro MPO staff during this public comment period.

9:25 - 9:40
P/10

(2) Presentation of 1998-99 Budget Recommendations/Human Services Commission

The Human Services Commission will present its recommendations for funding requests from non-profit agencies providing services to Carrboro citizens.

9:40 - 9:45 F. MATTERS BY TOWN CLERK

9:45 - 9:55 G. MATTERS BY TOWN MANAGER

9:55 - 10:05 H. MATTERS BY TOWN ATTORNEY

10:05 - 10:20 I. MATTERS BY BOARD MEMBERS

*The times listed on the agenda are intended only as general indications. Citizens are encouraged to arrive at 7:30 p.m. as the Board of Aldermen at times considers items out of the order listed on the agenda.

AGENDA ITEM ABSTRACT**MEETING DATE: JUNE 2, 1998****SUBJECT: REQUEST TO SET A PUBLIC HEARING FOR THE TOWN CENTER
CONDITIONAL USE PERMIT**

DEPARTMENT: PLANNING DEPARTMENT	PUBLIC HEARING: YES ___ NO <u>X</u>___
ATTACHMENTS: LOCATION MAP	FOR INFORMATION CONTACT: KEITH LANKFORD, 968-7712 CHRIS MURPHY, 968-7712
THE FOLLOWING INFORMATION IS PROVIDED:	
(X) PURPOSE	() ANALYSIS
(X) RECOMMENDATION	(X) SUMMARY

PURPOSE

The New Synergy Partnership, on behalf of the owners of the former Carrboro Baptist Church (The Town of Carrboro), has submitted an application for a conditional use permit to allow a combination use for an Office (Use 3.110), a Community Center (Use 6.140) and a Police Station (Use 13.100). The Board of Aldermen must hold a public hearing to receive input before reaching a decision on a conditional use permit application. The Administration recommends that the Board set the public hearing for June 23, 1998.

SUMMARY

The New Synergy Partnership, on behalf of the owners of the former Carrboro Baptist Church (The Town of Carrboro), has submitted an application for a conditional use permit to allow a combination use for an Office (Use 3.110), a Community Center (Use 6.140) and a Police Station (Use 13.100).

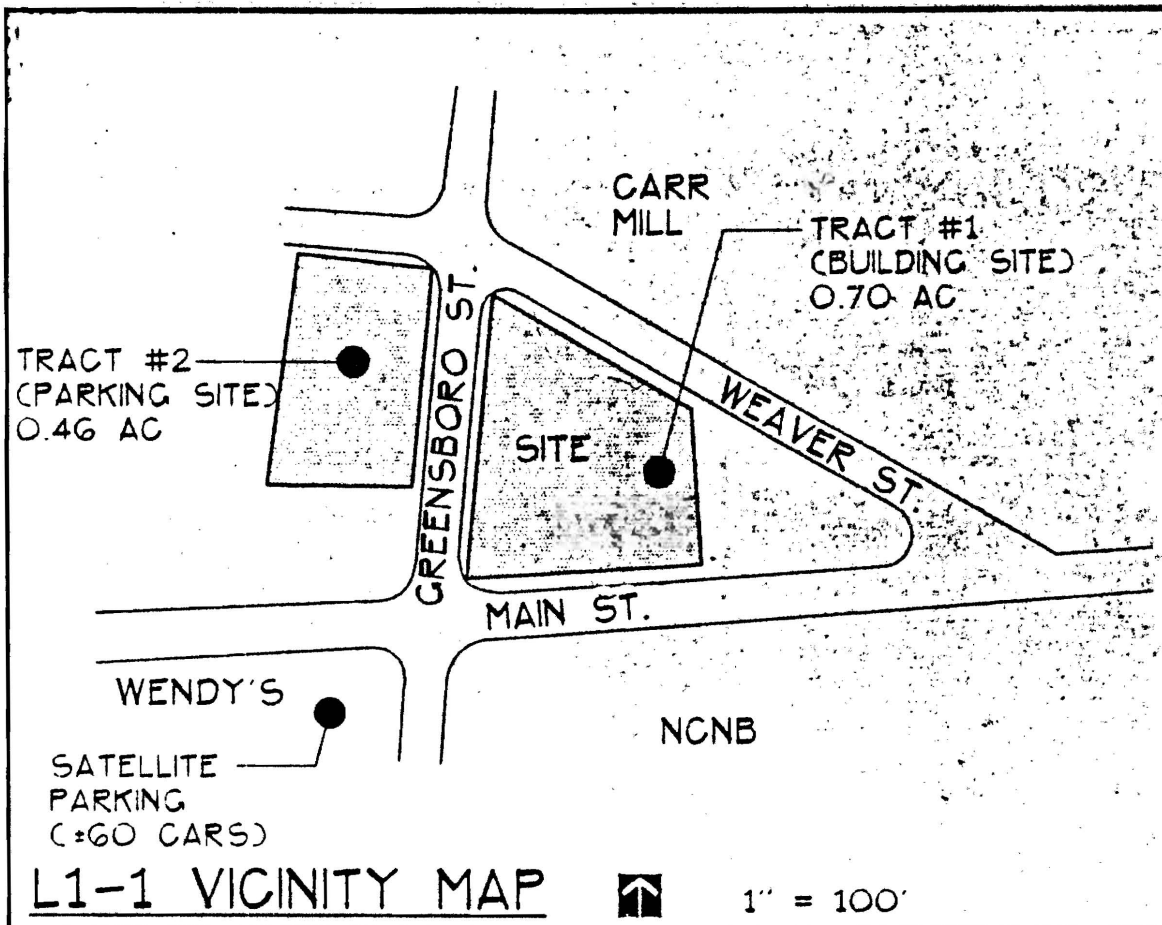
The proposed uses are to be located within the existing vacant Carrboro Baptist Church. The existing structure is proposed to be renovated to accommodate the new uses and to comply with accessibility requirements. There are additional external site features proposed for the site, including landscaping, parking, facade treatments, a bus drop off area, sidewalk improvements, etc.

The Board of Aldermen must hold a public hearing to receive public input before reaching a decision on a conditional use permit application.

The Administration recommends that the Board of Aldermen set the public hearing for June 23, 1998.

RECOMMENDATION

The Administration recommends that the Board of Aldermen set the public hearing for June 23, 1998.



BOARD OF ALDERMEN

ITEM NO. B(3)

AGENDA ITEM ABSTRACT

MEETING DATE: June 2, 1998

SUBJECT: Authorization for Payment/Utility Auditing

DEPARTMENT: Town Manager's Office	PUBLIC HEARING: YES ____ NO <input checked="" type="checkbox"/> __
ATTACHMENTS: Agreement	FOR INFORMATION CONTACT: Robert W. Morgan, Town Manager

PURPOSE

The purpose of this agenda item is to authorize the payment of \$6,103.37 to Johnson, Wilson and Peard, Inc. for utility auditing services as a result of savings identified in the Town's utility bills.

ANALYSIS

The firm of Johnson, Wilson, and Peard, Inc. was authorized to review past bills for all utilities of the Town to determine if there were errors in the Town's utility bills. If the firm audited these accounts and the Town received no refund, credit or expense reduction from their work there would be no fee for the audit. However if there were such refunds or credits the firm would receive 50% of such refund or credit and 50% of the monthly savings over the next 24 months. After reviewing the Town's utility bills, it was discovered that the Town was over charged for three telephone lines that resulted in Bell South reimbursing the Town \$7,536.74. The total commission due for this auditing work is \$6,103.37 under terms of the agreement. The cost of the audit is covered by the reimbursement from Bell South and all future savings will be the Town's.

ACTION REQUESTED

To authorize the payment of \$6,103.37 to Johnson, Wilson, and Peard, Inc. for auditing services rendered.

JOHNSON, WILSON & PEARD, INC.

P.O. BOX 1432
KINSTON, NC 28503-1432
919-523-9133 PHONE
919-523-9335 FAX

UTILITY AUDITING PROFESSIONALS

CORPORATE OFFICE
P.O. BOX 18722
ASHEVILLE, NC 28814
704-253-9009 PHONE
704-251-2588 FAX

Thank you for your interest and acceptance in permitting us the opportunity to perform a Utility Audit (of your contracts with Telephone, Electric, Long Distance service companies; hereinafter jointly referred to as "Utility Companies" and individually as a "Utility Company") on your behalf.

We agree to conduct a Utility Audit by analyzing your Telephone, Long Distance and Electric billings by Utility Companies. Our objective is to cause refund checks and credits to be issued to you by the Utility Companies for all discrepancies and billing errors. Furthermore, we agree to conduct an analysis of your present billing systems to identify ways to reduce fixed monthly utility expenses by recommending beneficial changes to your service, rate or tariff. You reserve the right to implement, or not implement, any recommendations which we submit. It will be necessary for you to provide us with access to your utility records.

YOU AGREE TO COMPENSATE US AS FOLLOWS:

For refunds or credits, from any of the Utility Companies, the fee is 50% of any refunds or credits that result from our audit, this payable upon receipt of the refund or credit.

For achieving a reduction in future Utility Company expenses, fixed monthly cost or long-term savings, the fee is 50% of the identified savings. The savings, to be paid within thirty days of receipt of monthly invoice, will be billed over the 24-month period following the changes resulting from the audit.

IF YOU DO NOT RECEIVE A REFUND, CREDIT OR EXPENSE REDUCTION, THERE WILL BE NO FEE FOR THIS AUDIT. During this Audit, should anyone or any business entity including an in-house review, Utility Company self-audit or any other vendor, conduct any analysis or audit, we are entitled to the same 50% compensation for any resultant savings of Utility Company billings over the 24 month period following the audit.

This agreement constitutes our entire and complete agreement between us and replaces all previous written or verbal agreements.

Looking forward to a mutually beneficial relationship.

Sincerely,

Thomas E. Wilson

David B. Johnson & Thomas E. Wilson

Post-It™ brand fax transmittal memo 7671		# of pages > 1
To <i>Sheila Lee</i>	From <i>Tom Wilson</i>	
Co. <i>Carrboro</i>	Co. <i>JWP Inc</i>	
Dept. <i>Acctg</i>	Phone <i>704-253-9009</i>	
Fax #	Fax #	

ACCEPTED AND APPROVED

COMPANY Town of Carrboro

COMPANY CONTACT Kathy Duncan

(please print)

COMPANY ADDRESS 301 West Main Street

SIGNATURE W. E. Wilson

DATE 12/9/92

TITLE Purchasing Officer

TELEPHONE (919) 968-7701

704-253-9009

JOHNSON, WILSON & PEARD, INC.

Voice 828 253-9009

Utility Auditing Professionals
P O Box 18722 Asheville, NC 28814

828 251-2588 FAX

April 8, 1998

Mr. Bob Morgan, Town Manager
TOWN OF CARRBORO
PO Box 829
Carrboro, NC 27510

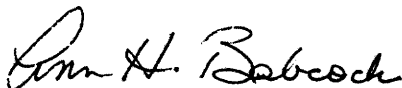
Dear Mr. Morgan:

BELLSOUTH has posted a credit for \$7,536.74 on your April 1, 1998 bill for Account No. 919 942-8541. This credit is for a refund on three FX line terminations which had no lines associated with them. Apparently these lines had been removed some time ago, but BellSouth had not removed the billing for the termination points. This refund goes back to November 15, 1994. We are billing for the commission on this refund.

We are also billing for the commission on the future monthly savings of \$216.30 (including 3% NC tax). I have also included a discounted, optional payment plan in the event that you do not wish to carry this invoice over 24 months.

We appreciate the opportunity to perform a utility audit for Carrboro. Please do not hesitate to call if you should have any questions.

Best regards,



Ann H. Babcock
Audit Coordinator

JOHNSON, WILSON & PEARD, INC.

Voice 828 253-9009

Utility Auditing Professionals
P O Box 18722 Asheville, NC 28814

828 251-2588 FAX

INVOICE

TOWN OF CARRBORO

TELEPHONE REFUND

REFUND

BELLSOUTH

Refund on

Acct. No. 919 942-8541

\$7,536.74

50% COMMISSION

\$3,768.37

PAYMENT DUE UPON RECEIPT

Please remit payment to:

Johnson, Wilson & Peard, Inc.
PO Box 18722
Asheville, NC 28814

Fed. ID No. 56 1879349

April 8, 1998

Asheville

Charlotte

Daleigh

Atlanta

JOHNSON, WILSON & PEARD, INC.

Voice 828 253-9009

Utility Auditing Professionals
P O Box 18722 Asheville, NC 28814

828 251-2588 FAX

**INVOICE
TOWN OF CARRBORO
TELEPHONE EXPENSE REDUCTIONS**

BELLSOUTH

Acct. No. 919 942-8541

Removal of billing for FX terminations

**MONTHLY
SAVINGS**

\$216.30

50% Commission \$108.15

1st Payment due April 30, 1998

24th Payment due March 30, 2000

APR 98	APR 99
MAY 98	MAY 99
JUN 98	JUN 99
JUL 98	JUL 99
AUG 98	AUG 99
SEP 98	SEP 99
OCT 98	OCT 99
NOV 98	NOV 99
DEC 98	DEC 99
JAN 99	JAN 00
FEB 99	FEB 00
MAR 99	MAR 00

**OPTIONAL PAYMENT PLAN
for telephone expense reductions**

Make one-time payment of \$2,335.00

Payment due upon receipt.

Please make payment to: **Johnson, Wilson & Peard, Inc.**
PO Box 18722
Asheville, NC 28814
56 1879349

April 8, 1998

BOARD OF ALDERMEN

ITEM NO.: B(3)

AGENDA ITEM ABSTRACT

MEETING DATE: JUNE 02, 1998

SUBJECT: REQUEST TO SET A PUBLIC HEARING: VOLUNTARY ANNEXATION OF PHASE III OF THE LAKE HOGAN FARMS DEVELOPMENT

DEPARTMENT: PLANNING DEPARTMENT	PUBLIC HEARING: YES ____ No <u>X</u>	
ATTACHMENTS: PETITION FOR ANNEXATION DEED DESCRIPTION LOCATION MAP RESOLUTION	FOR INFORMATION CONTACT: ROY M. WILLIFORD, 968-7713	
THE FOLLOWING INFORMATION IS PROVIDED:		
(X) PURPOSE	(X) ACTION REQUESTED	() ANALYSIS
() SUMMARY	(X) RECOMMENDATION	

PURPOSE:

Dale Redfoot, representing the Lake Hogan Farms Development Company, LLC, submitted a **PETITION FOR ANNEXATION** on May 26, 1998. The **PETITION FOR ANNEXATION** requests that Phase III of Lake Hogan Farms Subdivision be annexed into the Town. Phase III of Lake Hogan Farms Subdivision consists of 26.08 acres. The 26.08 acres to be annexed is non-contiguous to the Town of Carrboro, is tax map referenced 7.109..2, and will have 49 dwelling units.

ACTION REQUESTED:

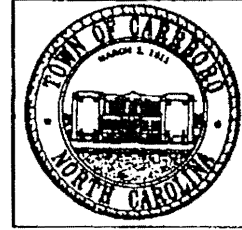
The Board of Aldermen is requested to set a public hearing for June 23, 1998 to consider the **PETITION FOR ANNEXATION** submitted by Dale Redfoot.

RECOMMENDATION:

The Administration recommends that the Board of Aldermen adopt the attached resolution which sets a public hearing date for June 23, 1998.

TOWN OF CARRBORO

PETITION FOR ANNEXATION OF NON-CONTIGUOUS PROPERTY



TO THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO:

1) THE UNDERSIGNED, BEING THE OWNER OF ALL REAL PROPERTY LOCATED WITHIN THE AREA DESCRIBED IN PARAGRAPH #2 BELOW, REQUESTS THAT SUCH AREA BE ANNEXED TO THE TOWN OF CARRBORO, NORTH CAROLINA.

2) THE AREA TO BE ANNEXED IS NON-CONTIGUOUS TO THE TOWN OF CARRBORO, AND IS LOCATED AT Lake Hogan Farms Subdivision AND TAX MAP REFERENCED 7.109..2. THE BOUNDARIES OF SUCH TERRITORY ARE AS SHOWN ON THE METES AND BOUNDS DESCRIPTION ATTACHED HERETO.

3) A MAP (NO LARGER THAN 18" X 24") OF THE FOREGOING PROPERTY, SHOWING ITS RELATIONSHIP TO THE EXISTING CORPORATE LIMITS OF THE TOWN, IS ALSO ATTACHED HERETO.

4) THE TOTAL ACREAGE AND DWELLINGS UNITS LOCATED ON THIS PROPERTY ARE AS FOLLOWS:

26.08 ACRES 49 DWELLING UNITS

RESPECTFULLY SUBMITTED THIS 26th DAY OF May, 19 98.

NAME:	Lake Hogan Farms Development Company, LLC
ADDRESS:	123 Blackcherry Lane
	Chapel Hill, NC 27514
OWNER/PRESIDENT:	Dale Redfoot <i>Dale E Redfoot</i>

ATTEST: *B. L. [Signature]* SECRETARY

I, Sarah W. Williamson, Town Clerk of the Town of Carrboro, do hereby certify that the sufficiency of the above-reference petition has been checked and found to be in compliance with G.S. 1601-31.

This the 2nd day of June, 19 98.

TOWN CLERK:

Sarah C. Williamson

BRADY H. GOFORTH & ASSOCIATES, INC.



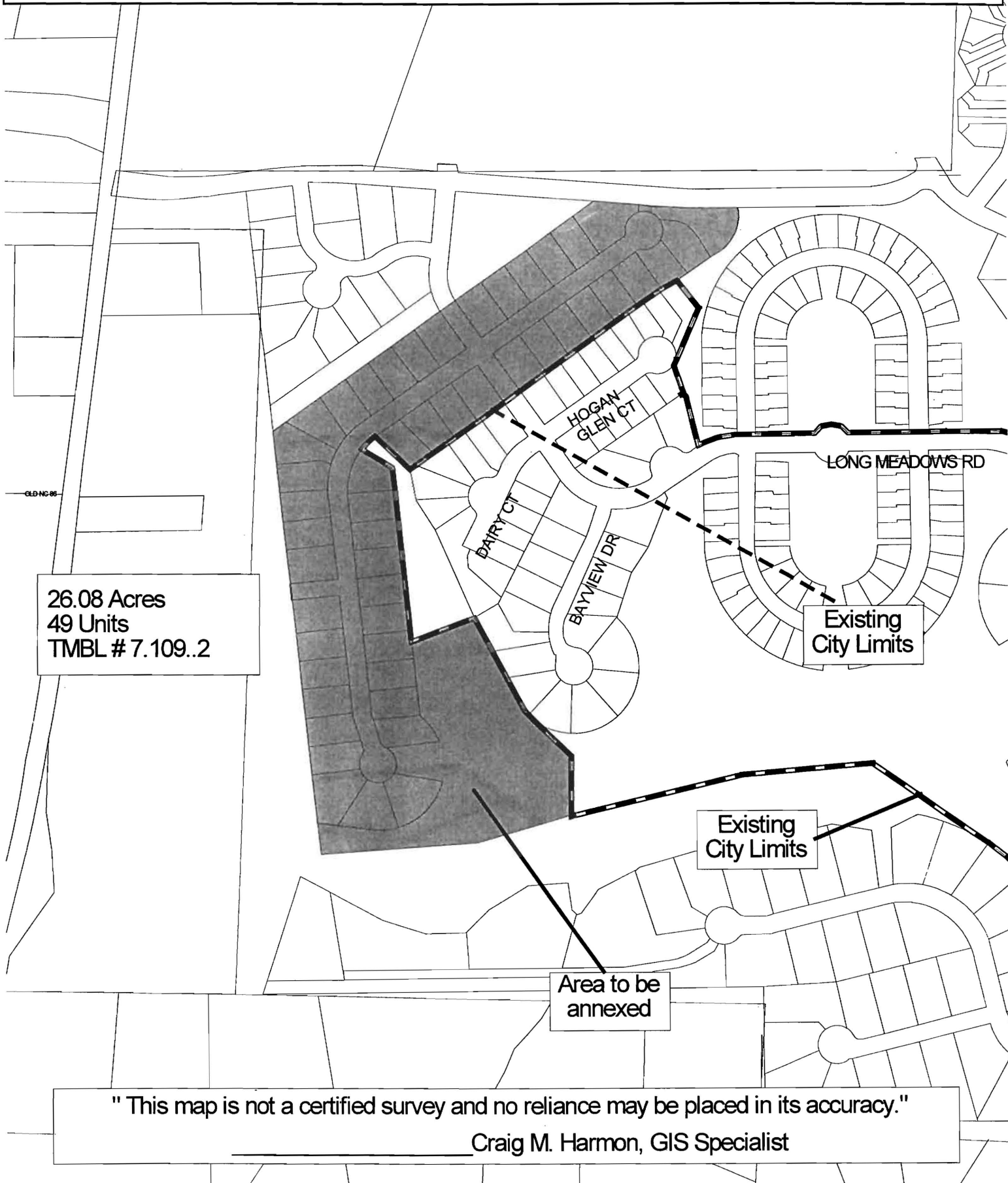
121 West Clay Street ◆ Suite "A" ◆ Mebane, NC 27302
Phone (919) 563-3623

DEED DESCRIPTION (ANNEXATION OF PROPERTY):

Being Phase Three of Lake Hogan Farms Subdivision, located in Chapel Hill Township, Orange County, North Carolina and being more particularly described as follows:

Beginning at an existing iron rod, said iron being the southwest corner of the Open Space in Lake Hogan Farms Subdivision, Phase Two; Thence N 80°14'31" E - 136.75 feet to an existing iron rod; Thence S 31°04'08" E - 174.33 feet to a new iron rod; Thence S 41°28'14" E - 257.37 feet to a computed point; Thence S 12°05'54" E - 261.22 feet to a computed point; Thence S 77°07'32" W - 270.33 feet to a computed point; Thence N 89°51'11" W - 486.43 feet to a computed point; Thence N 05°33'37" W - 1379.83 feet to a new iron rod; Thence N 55°24'10" E - 1257.84 feet to a new iron rod; Thence S 84°55'37" E - 273.94 feet to a new iron rod; Thence along a curve to the left having a radius of 530.00', delta=05°07'24", arc length=47.39', tangent=23.711', and a chord bearing and distance of S 87°29'17" E - 47.38 feet to a new iron rod; Thence S 89°57'06" E - 126.18 feet to a new iron rod; Thence S 00°02'54" E - 14.21 feet to a new iron rod; Thence along a curve to the right having a radius of 150.00', delta=55°19'00", arc length=144.82', tangent=78.61', and a chord bearing and distance of S 27°36'36" W - 139.26 feet to a new iron rod; Thence S 55°16'06" W - 1264.27 feet to an existing iron rod; Thence S 05°33'37" E - 572.74 feet to the place and point of beginning. Containing 26.08 acres± as surveyed by Brady H. Goforth & Associates, Inc. dated May 26, 1998 and being based on a plat north meridian.

LOCATION MAP ANNEXATION Phase 3 Lake Hogan Farms



The following resolution was introduced by Alderman _____ and duly seconded by Alderman _____.

**A RESOLUTION SETTING A PUBLIC HEARING TO CONSIDER THE
ANNEXATION OF PHASE III OF
THE LAKE HOGAN FARMS SUBDIVISION
UPON THE REQUEST OF THE PROPERTY OWNERS
Resolution No. 46/97-98**

WHEREAS, the Town of Carrboro has received a petition from the owner(s) of 26.08 acres of the Lake Hogan Farms Subdivision requesting that their property be annexed into the Town of Carrboro; and

WHEREAS, the Town Clerk has certified that the petition requesting the annexation of this property is sufficient in all respects under G.S. 160A-31.

NOW, THEREFORE, THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO RESOLVES:

Section 1. The Board of Aldermen hereby accepts this petition and shall hold a public hearing on June 23, 1998 to consider the voluntary annexation of this property.

Section 2. The Town Clerk shall cause a notice of this public hearing to be published once in the Chapel Hill News at least ten (10) days prior to the date of the public hearing.

Section 3. This resolution shall become effective upon adoption.

The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 2nd day of June, 1998:

Ayes:

Noes:

Absent or Excused:

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman Hilliard Caldwell.

**A RESOLUTION SETTING A PUBLIC HEARING TO CONSIDER THE
ANNEXATION OF PHASE III OF
THE LAKE HOGAN FARMS SUBDIVISION
UPON THE REQUEST OF THE PROPERTY OWNERS
Resolution No. 46/97-98**

WHEREAS, the Town of Carrboro has received a petition from the owner(s) of 26.08 acres of the Lake Hogan Farms Subdivision requesting that their property be annexed into the Town of Carrboro; and

WHEREAS, the Town Clerk has certified that the petition requesting the annexation of this property is sufficient in all respects under G.S. 160A-31.

NOW, THEREFORE, THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO RESOLVES:

Section 1. The Board of Aldermen hereby accepts this petition and shall hold a public hearing on June 23, 1998 to consider the voluntary annexation of this property.

Section 2. The Town Clerk shall cause a notice of this public hearing to be published once in the Chapel Hill News at least ten (10) days prior to the date of the public hearing.

Section 3. This resolution shall become effective upon adoption.

The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 2nd day of June, 1998:

Ayes: Hilliard Caldwell, Diana McDuffee, Jacquelyn Gist, Michael Nelson, Allen Spalt,
Alex Zaffron

Noes: None

Absent or Excused: Hank Anderson

BOARD OF ALDERMEN

ITEM NO. D(1)

AGENDA ITEM ABSTRACT

MEETING DATE: Tuesday, June 2, 1998

SUBJECT: CONTINUATION OF PUBLIC HEARING: Land Use Ordinance Text Amendment –Drive-In and Drive-Through Windows.

DEPARTMENT: PLANNING	PUBLIC HEARING: YES <u>X</u> NO <u> </u>
ATTACHMENTS: Ordinance Advisory Board recommendations May 21, 1998 Memo from Planning staff to TAB TAB recommendation	FOR INFORMATION CONTACT: Patricia McGuire -- 968-7714 Mike Brough – 929-3905
THE FOLLOWING INFORMATION IS PROVIDED: (X) Purpose (X) Analysis (X) Summary (X) Recommendation	

PURPOSE

To continue a public hearing on a proposed Land Use Ordinance text amendment which will limit businesses with drive-through windows.

SUMMARY

The Board of Aldermen placed this item on their action agenda in January of 1997 and 1998 and identified it as requiring urgent attention. The Board of Aldermen requested that the drive-in and drive-through uses currently permitted in the Land Use Ordinance be evaluated and that a proposal for further restricting or prohibiting them be prepared.

During a worksession on March 24, 1998, staff presented an evaluation of the regulations and policies presently controlling drive-in and drive-through windows, which included three options for further action.

The Board selected the option to amend the Land Use Ordinance and directed staff to prepare an ordinance which would prohibit drive-in and through uses in the B-1(C) and B-1(G) districts and to limit drive-in uses to banks with drive-in windows elsewhere in town.

Per the terms of the Joint Planning Agreement, a copy of the ordinance was sent to Orange County on April 9, 1998 for their review. A reply is expected prior to the public hearing date. The proposed amendment was formally referred to the Planning Board for its recommendation. As the amendment also affects the relationship of development activity to the street right-of-way, a copy was also forwarded to the Transportation Advisory Board. Copies of these recommendations are attached.

During the public hearing on May 12, 1998, the Board of Aldermen discussed the proposed ordinance and heard comments from members of the public, the Planning Board and Transportation Advisory Board. In response to the Board's request, the hearing was continued until June 2, 1998 to give the Transportation Advisory Board (TAB) an opportunity to further consider this proposed amendment. In follow-up, planning staff prepared a brief summary of concerns and design and performance standards that might be used to mitigate the affects of businesses with drive-through windows, a copy of which is attached. The TAB reviewed this summary, as well as photos of drive-through businesses in the area, on May 21, 1998. Copies of the TAB's recommendations from May 21, 1998 are also attached.

ANALYSIS

Currently, the Land Use Ordinance does not contain definitions for the terms “drive-in” or “drive-through” windows. The term “drive-in window” is included in six of the eight driving-related uses specified in Section 15-146, “Table of Permissible Uses” and presented in the table below.

Use Classification	Description
2.140	Retail/No Outside Display/Drive-In Window
2.240	Retail/Outside Display/Drive-In Window
3.230	Bank with Drive-In Window
3.250	Freestanding ATM
6.260	Drive-In Movie Theaters
8.300	Drive-In Restaurant
8.400	Drive-Through Restaurant
16.100	Dry Cleaners with Drive-In Window

Table 1. Drive-In/Through Permissible Uses

The term “drive-through window” is applied to one use, use classification 8.400. One use, Freestanding ATM, includes no reference to the window itself. Nevertheless, this use is considered to belong to the same category of uses as those whose titles include the term “drive-in” or “drive-through.” Within the description for both restaurant uses is a brief definition of the two categories. The description of use classification 8.300, Drive-In Restaurants includes parenthetical information, as follows, “service to and consumption in vehicle on premises.” The description of use classification 8.400, Drive-Through Restaurant includes the following, “service directly to vehicles primarily for off-premises consumption.” Table 2 illustrates the permit requirements for each use by zoning district.

Use	B-1 (c)	B-1(g)	B-3	B-3-T	B-4	B-5	M-1	M-2	CT	O	O/A
2.140		XS	SC	SC	SC		SC				
2.240		XS	SC	SC			SC				
3.230	C	XS	CC	C	C	C	SC	C	C	C	C
3.250	Z	XC	XC		XC				XC	XC	XC
6.260											
8.300	XS				C	C	SC				
8.400			C	C	C	C	SC				C
16.100		XS	SC	SC	SC		SC				SC

Table 2. Permit Requirements of Drive-In/Through Uses by Zoning District

Drive-in windows are also referenced in Articles VIII (Nonconforming Situations), XVIII (Parking), and XIX (Screening and Trees) of the ordinance. A specific limitation is placed on these uses in Section 15-124, which excludes the expansion of nonconforming uses operating within enclosed buildings if the expansion involves the addition of any new drive-in windows. There are presently three operating, nonconforming businesses with drive-through facilities in town, as indicated in Table 3 below.

Drive-In- or Drive-Through Windows are permitted in 11 of the 14 non-residential zones in the Town and planning jurisdiction.

Adopted policies which are pertinent to this issue include both policy statements within the Town’s Land Use Ordinance and separate policy documents which have been accepted or adopted by the Board of Aldermen.

Drive-in uses are specifically referenced in the definitions of two zoning districts, the B-1(C) and the B-1(G), in Article IX of the Land Use Ordinance. A third, that of the B-4, states that “the zone is intended to create an attractive, concentrated, business district in areas...that are served by the town’s major thoroughfares.” Both of

the definitions that reference drive-ins were adopted during the rezoning of Carrboro's downtown areas in 1986. Although the definition of the B-1(G) district was amended in 1992, the change did not affect the language related to drive-in facilities. The definitions read as follows:

B-1(C) Town Center Business. This district is designed to encourage and accommodate a unified, compact, contiguous shopping and entertainment area focused around restaurants, specialty shops, arts and crafts. This area is intended for development around a theme or themes consistent with the Carr Mill, The Station, and historic or old Carrboro. The area is intended to accommodate the pedestrian user. Auto-oriented uses, such as drive-in windows, are discouraged.

B-1(G) General Business. This district is designed to accommodate a broad range of business uses. This district, because of its close proximity to established residential, single family neighborhoods, is limited in the types of night uses permitted. Uses may be restricted in the hours of operation where the permit-issuing authority finds that such restrictions are necessary to prevent unreasonable disruptions to the peace and quiet of a nearby residential area. Because this district is a peripheral business district, drive-in facilities are allowed except where they might impede safe and efficient vehicle movement. In addition, no metal buildings shall be allowed in this district.

Year 2000 Task Force Report

Two of the 58 recommendations included in *Year 2000 Task Force Policies*, as adopted by the Board of Aldermen in 1989, broadly address this issue. Policies 2.42 and 3.23 prescribe a pedestrian orientation and enhanced pedestrian access in the downtown. These policies are presented below.

- 2.42. The town should promote the development of a downtown district that embodies Carrboro's small-town character. Such a downtown district would include a viable shopping area and housing opportunities; would have building heights of no more than three stories, and a pedestrian orientation; and would have a focal point such as a park, as well as additional greenspace.
- 3.23 Pedestrian use and access should be encouraged and facilitated.

Downtown Design Guidelines

The summary statement for the Transportation Network section of the guidelines states that "at the present time, transportation systems, trains, buses, automobiles, bikes, and pedestrians, work independently and are frequently in conflict with one another." Clearly defined points of intersection are called for, as are improved pedestrian facilities, such as bicycle and pedestrian connections to surrounding neighborhoods. The prohibition of all drive-in/through uses is not mentioned in the document.

Concerns Associated With Drive-in/through facilities

Six businesses within the city limits conduct a portion of their activities via drive-through windows. Those businesses, their use classifications, zoning districts, and legal status, are listed in the table below.

Business	Status	Use Classification	Zoning District
Nationsbank	Nonconforming	3.230	B-1(c)
Wendy's	Nonconforming	8.400	B-1(c)
Triangle Bank	Conforming	3.230	B-1(g)
Centura Bank	Nonconforming	3.230	B-2
CCB	Conforming	3.230	B-4
Burger King	Conforming	8.400	B-4

Table 3. Local businesses with drive-through windows, relevant zone district, and legal status.

One concern associated with drive-in/through facilities is that they may increase the number of automobile trips associated with a particular business. The shift away from motor vehicles to a more pedestrian-friendly downtown was a component of the Board of Aldermen's decision to disallow drive-through uses in the B-1 (C) zone during the commercial rezoning of 1986, as was the addition of the language in the B-1 (G) district's definition regarding safe and efficient vehicle movements. A review of the trip generation literature and discussions with staff of the Institute for Traffic Engineering reveals only limited data on traffic associated with these uses, and is inconclusive.

The air quality impact of vehicle engines idling while conducting business at drive-through windows has also been raised as a concern. The initial response from staff at the Air Quality Characterization and Prevention Branch of the Environmental Protection Agency at RTP is that the pollutants associated with vehicles idling at drive-through windows are minimal. Staff at the State's Department of Environment, Health and Natural Resources, Division of Air Quality has offered to run a mobile air quality model for restaurants with drive-through windows. Initial findings suggest that these pollutants are measurable, but are small in comparison to those generated by traffic in the area. The pollutants of greatest concern, Carbon monoxide, Nitrogen oxide, and volatile organic compounds, from the drive-through traffic are equivalent in magnitude to from one to six percent of emissions of adjacent traffic.

At the request of the Board, staff has investigated the use of performance standards by other jurisdictions in the control of this use. Six jurisdictions known to use performance-type standards and located throughout the country were contacted and asked to provide information on any standards for drive-through windows. All were asked whether or not air quality impacts were considered with this use. Each jurisdiction was asked to describe the standards or site design controls that apply to businesses with drive-through windows.

None of the jurisdictions have standards or controls associated with limiting air quality impacts, although one did note that their non-attainment status does require some site design standards. Two of the jurisdictions prohibit drive-through uses in certain districts. One prohibits restaurants from having drive-in or drive-through uses in the "Central Urban" district. The other prohibits any business from having drive-through windows in its historic district. Three jurisdictions utilize site design controls, such as turn lane designs, vehicle stacking requirements, and screening between adjacent uses, although these are largely applicable to all commercial uses. Finally, one jurisdiction follows a traditional, performance standard approach in which requirements on site are based on the character of the proposed development and that of existing adjacent uses. One of these standards does require that the site of any business with a drive-through window have direct access to a collector or arterial street.

Proposed Amendment

The Board has requested that an ordinance be prepared to further restrict drive-in and drive-through uses. The attached ordinance revises Section 15-146, Table of Permissible Uses, of the ordinance in accordance with this request. In summary, the revisions remove all references to drive-in and through uses from the B-1(C) and B-1(G) columns. These uses include 2.140, 2.240, 3.230, 3.250, 6.260, 8.300, 8.400 and 16.100. The revisions also remove references to all drive-through uses except for banks with drive-in windows (3.230 and 3.250) from all other zones in which businesses with drive-in/windows are presently permitted, including the B-3, B-3-T, B-4, M-1, M-2, CT, O, and O/A.

Two businesses, Burger King and Triangle Bank, will be made nonconforming uses by this amendment.

Table Summarizing Recommendations to Date and Board Action needed, if applicable

Proposed By	Recommendation	Board Action Needed
Board of Aldermen	Limit drive-through uses to banks in all zones but B-1(C) and B-1(G)	Adopt attached ordinance.
Staff	Allow ordinance provisions regarding these uses to remain as they are.	Provide direction regarding performance standards.
Transportation Advisory Board	Limit drive-through uses to B-4 zone. Re-evaluate undeveloped B-4 parcels. Enact performance standards.	See recommendations.

RECOMMENDATION

The Administration recommends that the Board of Aldermen not adopt the proposed amendment entitled "An Ordinance Amending the Carrboro Land Use Ordinance to Prohibit Drive-in and Drive-Through Uses in the B-1(C) and B-1(G) and to Allow Only Banks with Drive-In Windows in All Other Districts."

The Administration requests further direction from the Board of Aldermen, should they wish to develop specific performance standards or other site design elements regulating drive-in window uses, as summarized in the memo of May 21, 1998 from planning staff to the Transportation Advisory Board (TAB) and in the TAB's revised recommendations made on that same date.



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

TO: Members of the Transportation Advisory Board
FROM: Patricia J. McGuire, Land Use Planner
Kenneth W. Withrow, Transportation Planner
DATE: May 21, 1998
SUBJECT: Possible Performance Standards to Address Concerns Associated with Drive-In/Through Windows

BACKGROUND

On March 24, 1998, the Board of Aldermen held a worksession on drive-through windows and directed staff to prepare an ordinance further restricting these uses. The Board also directed staff to submit the ordinance to the Transportation Advisory Board and Planning Board for review and comment. The TAB reviewed the ordinance on Thursday, May 7, 1998, and recommended that the Board continue the hearing to allow additional time for review of possible performance standards and the resolution of issues that required the attention of the Town Attorney. On May 12, the Board of Aldermen held a public hearing to review a proposed text amendment which would allow only banks with drive-through windows in most commercial zones, and no such uses in the B-1(C) and B-1(G) zones. In response to the TAB's request, the hearing was continued until June 2, 1998, to allow additional time for the TAB to discuss performance standards which might be used to alleviate concerns associated with drive-in/through windows. Following is a brief discussion of these standards and some examples.

Performance Standards

Typically, performance standards are specific criteria for physical characteristics and functions associated with particular land uses. The standards set a limit within which the use must function in order to be permitted. This approach was developed and is used in order to provide some flexibility in the regulation of uses, while still allowing strict control of site development and operational impacts.

Several areas of concern were noted during the worksession, ordinance review and public hearing on the topic of drive-in/through windows. The table below presents these areas of concerns and suggests a few standards that may be used to address these concerns. This topic was discussed by town staff at their May 20th Development Review meeting.

Area of Concern	Possible Land Use Ordinance Change
Aesthetics	Add drive-in/through uses to screening table Require parking queue at rear of building, away from main roads.
Air Quality	None
Multi-modal Transportation	None
Solid Waste	None
Traffic	Establish minimum distance for entrance/exit from intersections Limit the number of drive-through uses allowed at any intersection. Establish a minimum distance between drive-through uses.

AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO
PROHIBIT DRIVE-IN AND DRIVE-THROUGH USES IN THE B-1(C) AND B-1(G)
AND TO ALLOW ONLY BANKS WITH DRIVE-IN WINDOWS IN ALL OTHER
DISTRICTS

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS;

Section 1. Section 15-146, the Table of Permissible Uses, is amended by revising the permit requirements for all drive-in and drive-through use classifications to read as follows:

		B-1(C)	B-1(G)	B-3	B-3-T	B-4	B-5	M-1	M-2	CT	O	O/A
2.000Retail	No Outside Display											
	2.140 Drive-In Window											
	Outside Display											
	2.240 Drive-In Window											
3.000Office	3.200 Within/Outside Buildings			C	C	C	C		C			
	3.230 Banks with drive-in window											
	3.250 Automatic Teller Machine, Freestanding			Z		Z	C			Z	Z	Z
6.000Recreation	6.200 Activity Outside											
	6.260 Drive-in Movie Theaters											
8.000Restaurants	8.300 Drive-in											
	8.400 Drive Through Windows											
16.000Dry Cleaner	16.100 With Drive-in windows											

Section 2. Section 15-136 (Commercial Districts Established) is amended by deleting the last sentence in subsection (1).

Section 3. Section 15-136 (Commercial Districts Established) is amended by deleting the second to the last sentence in subsection (2).

Section 4. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 5. This ordinance shall become effective upon adoption.



TOWN OF CARRBORO

PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

April 16, 1998

LAND USE ORDINANCE TEXT AMENDMENT: DRIVE-THROUGH WINDOWS

MOTION WAS MADE BY M.C. RUSSELL AND SECONDED BY ADAM SEARING THAT THE PLANNING BOARD RECOMMEND THAT THE BOARD OF ALDERMEN LEAVE THE ORDINANCE PROVISIONS FOR THESE USES AS THEY ARE PRESENTLY. VOTE: AYES 3 (Cheek, Russell, Searing); NOES 2 (Cohen, Marshall); ABSENT/EXCUSED 2 (Bateson, Rodemeir).

Andrew B. Cohen / 12 5/6/98
Andrew B. Cohen, Chairman (date)

To: AllanSpalt, CarlaBall, KeithBurwell, MauraHigh, MikeNelson, RandyDodd,
SarahWilliamson

From: Giles Blunden Architect <blunden@pop.mindspring.com>

Subject: EAB Meeting Minutes

Cc:

Bcc:

X-Attachments:

Environmental Advisory Board

Meeting Minutes

5/4/98

Board Members Present: Giles, Keith, Maura,Allen, Mike

Members Absent: Carla

1. Drive in window. Mike - History and rationale for 1986 ban and extension of: air pollution, solid waste.
2. Bolin and Morgan Creek Study. Proposal for grant from Clean Water Mgmt Trust Fund, to study the existing conditions. Suggest to Roy that he ask Triangle Land Conservancy to give guidance, review proposal. Add provisions for sedimentation, overall watershed stormwater management plan, sewer and utility.
3. Summer Intern. Status: No money, no intern. Could volunteer in the fall.
4. Transportation. Triangle Transit Committee. Carrboro not currently included for trains, but is included in Xpress bus link to RTP and Raleigh/train. Light rail shuttle is a possibility. EAB supports Board of Alderman's proposal for train service to Carrboro. Moved Allen, Second Keith. Vote Unanimous.

1. Trish Maguire presented on Drive-in. Currently permitted uses: 2 types of banking uses (ATM & drive thru)and restaurants, dry cleaners and movie theaters. In 11 out of 14 non residential areas, drive-thru allowed. Ordinance cites concern for traffic impacts, "safe and efficient vehicle movement." 2 (BIC & BIG) business zones currently have drive-thru's. Year 2000 Task Force report and Downtown Design Guidelines - neither prohibits drive-thru uses. Currently 3 conforming, 3 non-conforming businesses with drive-thru's.

Link to inadequate parking available, air quality standards, solid waste.

EAB recommends that the Board adopt the proposed ordinance change on grounds that drive-thru banks generate no solid waste, little or no extra air pollution, while drive-thru restaurants do.

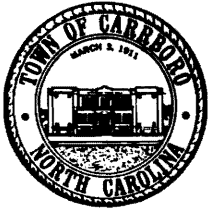
5. Getting the village land use concept defined is occupying the Ordinance Drafting Committee. Need to finish in August. (Current development moratorium expires May 11, will be extended 9/30)

Recommendations from the Environmental Advisory Board to the Board of Aldermen Regarding Drive-In Windows.

It was the conclusion of the members present that the air pollution figures alone were not conclusive enough to justify prohibiting drive-in windows. More importantly, from an environmental point

of view was the fact that fast food restaurants as a class produce inordinate amounts of solid waste. Therefore, it was recommended that drive-in windows for restaurants be prohibited so as to discourage fast food restaurants from locating here. This was recommended with the understanding that there was a positive community need for a minimum number of such restaurants for the convenience of Handicapped people and people with small children in car seats. There are enough such restaurants in Carrboro to accommodate this need. It can already be seen that if the zoning changed to make the existing restaurants non-conforming, they would and could still have drive-in windows until they went out of business or were destroyed by some catastrophe. This would leave enough to satisfy the needs stated above.

The third reason to discourage drive-in windows in general is to shift the pattern of development from automobile oriented businesses to pedestrian/bicycle oriented businesses.



TOWN OF CARRBORO

NORTH CAROLINA

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

May 21, 1998

Motion: That "drive-throughs" be limited to the B-4 zones, that strong performance (including design) standards be enacted that include: (1) limiting pedestrian entrances of those buildings that have drive-throughs to areas other than where the drive-through windows are located, (2) that separates the drive-through lane from the parking areas, (3) that clearly delineates crosswalks (in marking and pavement texture) leading to the entrance of the business maintaining the drive-through from the business' parking area, and (4) that establishes minimum distances of business' entrances/exits from intersections.

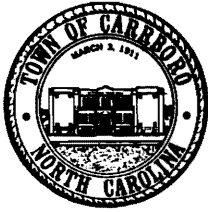
Moved: Ms. Shirley Marshall

Second: Mr. Kevin Cook

VOTE: Ayes (Cook, Marshall, Mochel, Perry), Noes (Elliott).

Neal G. Mochel
TAB Chair

5, 27 1998
DATE



TOWN OF CARRBORO

NORTH CAROLINA

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

May 21, 1998

Motion: That if "Drive-Throughs" are limited to B-4 zones, that the zoning of all undeveloped B-4 parcels be reevaluated. If by ordinance the Board permit drive-throughs in the B-4, that the zoning of all undeveloped B-4 parcels be reevaluated.

Moved: **Ms. Shirley Marshall**

Second: **Mr. Kevin Cook**

VOTE: Ayes (Cook, Elliott, Marshall, Mochel, Perry), Noes (None).

Neal G. Mochel

TAB Chair

5, 27 /98

DATE

Gary Wallace
673 Brookview Drive
Chapel Hill, NC 27514

June 2, 1998

Board Of Alderman
Carrboro, NC

Dear Board Members:

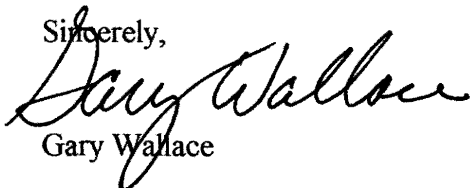
Attached please find a letter from Eckerd Drug Stores sent to my associate Bill Ford regarding both the importance of and improved community service from a drive through window pharmacy. We are presently negotiating with a local land owner to build such a drug store in an outlying business area and anticipate coming before you with these plans in the near future.

We and Eckerd's are excited about doing business in Carrboro, but feel a ban of drive through windows in all businesses, particularly in the outlying B-4 areas, would negatively impact the service we could provide to the community. It has been my personal observation that drive through pharmacies do not have a queue as their use is spread over the entire day, not just at meal times or after work rush hours.

While I applaud your board's concern with air pollution and auto emissions, I would urge you to leave in place, particularly in outlying areas, the ability of pharmacies to provide drive through service to those who due to age, ill health or circumstances desire to pick up their prescription without the necessity of leaving their automobile.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Gary Wallace". The signature is written in dark ink and is positioned above the printed name "Gary Wallace".

Gary Wallace



ECKERD DRUG COMPANY

June 2, 1998

Mr. Bill Ford
Ford Whitley Properties
1518 E. Third Street
Charlotte, NC 28204

Re: Drive Through Pharmacy Windows

Dear Bill:

I understand that the City of Carrboro, North Carolina, may not be willing to allow us to have a drive through window at our proposed new location in Carrboro. We at Eckerd feel the drive through window to be a necessity for all new Eckerd stores and our committee will not approve a site that does not allow the drive through pharmacy window.

We have found that the elderly, the physically handicapped, and parents with infants or sick children are our customers who will most frequently use the drive through pharmacy window. For these people, the convenience of the drive through pharmacy window is great. Most of our customers prefer to come into our store while having a prescription filled.

It should also be noted that under normal conditions our customers are not sitting in their cars at the drive through pharmacy window waiting for long periods of time for their prescriptions to be filled. Either the prescription is called in ahead of time and the customer picks up their medication and is on their way, or they will drop off their prescription and come back at a later time to pick it up.

Sincerely,

A handwritten signature in cursive script that reads "Larry L. Raley".

Larry L. Raley

Mailing Address: P. O. box 31243, Charlotte, NC 28231-1243
Street Address: 1776 Statesville Ave., Charlotte, NC 28206-3013
Telephone: (704) 371-3711 FAX: (704) 371-3632

BOARD OF ALDERMEN

ITEM NO. D(2)

AGENDA ITEM ABSTRACT

MEETING DATE: June 2, 1998

SUBJECT: Public Hearing/1998-99 Manager's Recommended Budget

DEPARTMENT: Administration	PUBLIC HEARING: YES ____ NO <u>x</u>
ATTACHMENTS:	FOR INFORMATION CONTACT: Robert Morgan, 968-7706

PURPOSE

To receive citizen comment on the Manager's recommended budget for Fiscal Year 1998-99. In addition, the town staff has invited representatives from agencies who have submitted requests for funding that were not considered by the Human Services Commission to attend tonight's public hearing to make brief comments on their requests.

SUMMARY

The Manager presented his recommended budget for Fiscal Year 1998-99 to the Board of Aldermen on May 26, 1998.

The Board of Aldermen adopted a budget review schedule on May 26, 1998 which set a public hearing for June 2, 1998 on the Manager's recommended budget for Fiscal Year 1998-99.

The town has received requests for funding from the following agencies:

Middle School After School Program	\$ 6,500 (\$5,000 included in continuation budget)
Orange Community Housing Corp.	\$ 4,000
YMCA	\$10,000
Carr Court Family Resource Center	\$ 7,200 (\$600/mo for 12 months)
Day Care Services Association	\$40,000 (\$8,000/year for 5 years)

50000 A

\$20,000

Due to the nature of these funding requests, these agencies were not considered for funding by the Human Services Commission, with the exception of the Carr Court Family Resource Center.

Copies of the notice of tonight's public hearing notice were mailed to the town's advisory board members and the Neighborhood Forum representatives. Notices announcing tonight's public hearing were published in the newspaper and placed on Time Warner Channel 18.

ACTION REQUESTED

To receive citizen comment on the proposed budget for 1998-99.

M E M O R A N D U M

DATE: June 2, 1998
TO: Mayor and the Board of Aldermen
FROM: Marianna Firoentino, Chair of the DDC
RE: Recommendation for support of Economic
Development related budget items
CC: DDC Committee Members

The DDC is supportive of any activities that would keep the Downtown area a vibrant market place for our business community. There are several items listed under the Board of Aldermen policy Goals, in the proposed budget, that are of interest to the business community. The DDC would like to join with the newly organized Carrboro Business Association in support of all of the items listed on the attached sheet.

The DDC appreciates all of the support that the Board gives the business community.]

Things the New Carrboro Business Association can Support are in the budget

- 1. Additional parking for the Farmers' Market**
- 2. Provide downtown benches (10) and Trash cans (10)**
- 3. Construct the Town Commons Bandstand**
- 4. Install playground equipment on Town Commons**
- 5. Movies at Town Commons**

Request that is not in the budget

- 1. That \$1,000 be allocated to develop a marketing brochure for the town businesses, to include a business list and map. The brochure will be distributed free through the local merchants.**

Proposal for Brochure Promoting Businesses of Carrboro

The Carrboro Business Association would like to put together a brochure that would include a map of the town, a directory of shops and restaurants, and a calendar of events. The brochures would be displayed in racks located in the businesses and other locations around Carrboro, and distributed in visitor's centers and hotels. This will help us collectively benefit from advertising that any business is running, and will promote Carrboro to a wider audience of visitors to North Carolina.

Here is an estimate of the costs of the brochure:

Information gathering, brochure design and layout (Price based on estimate from Jackie Helvey-Hayes of UniqueOrn)	\$500.00
Cost of printing 50,000 2-color 8 1/2" by 11" brochures on 60 lb. stock paper (Quote from A Better Image Printing of Carrboro)	\$3500.00
Clear plastic wall mounted displays @ \$8 each	<u>\$400.00</u>
Total Cost	\$4400.00

By having Jackie Helvey-Hayes of UniqueOrn design the brochure and Steve Minta of A Better Image do the printing we insure a high quality finished product and support fellow Carrboro business owners in this endeavor.

Carrboro Farmers' Market

June 1, 1998

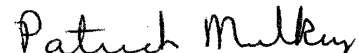
Dear Alderman,

On March 24th of this year I spoke before the Board concerning the need for additional parking at the Town Commons. As we understand one of your goals for the upcoming budget year was funding and building the additional parking on Laurel Street next to the County offices.

I also stated in my remarks and in a letter from the Farmers' Market Board of Directors our willingness to contribute financially to this project. That night I did not state a figure we were willing to contribute because we had not seen the estimate for the Laurel Street project from the Town's Public Works Department. We have had an opportunity to review this estimate and are encouraged about the number of spaces (23) that would be created. These improved spaces would not only benefit the Saturday Farmers' Market but also enable the Wednesday Market to open earlier as well as to provide parking for other events at the Town Commons.

The Carrboro Farmers' Market Board of Directors would like to contribute up to \$5925.00 to cover the Public Works Department's estimated cost of stone and cross ties for the Laurel Street Project. I hope this will help in your decision to fund this project. We would like to thank you for considering this project as one of your goals and look forward to its approval and construction

Sincerely,



Patrick Mulkey, President
Carrboro Farmers' Market

cc: Town Manager, Town Clerk

BOARD OF ALDERMEN

ITEM NO. E(1)

AGENDA ITEM ABSTRACT

MEETING DATE: June 2, 1998

SUBJECT: Durham-Chapel Hill-Carrboro 2025 Transportation Plan

DEPARTMENT: PLANNING DEPARTMENT	PUBLIC HEARING: YES ____ NO <u>X</u>
ATTACHMENTS: Draft 2025 Transportation Plan Schedule Outline Draft Goals and Objectives for the Durham-Chapel Hill-Carrboro region.	FOR INFORMATION CONTACT: Kenneth Withrow, 968-7714 Tim Saunders, City of Durham, 560-4366
THE FOLLOWING INFORMATION IS PROVIDED: (x) Background (x) Action Requested (x) Analysis () Alternatives () Recommendation	

PURPOSE

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is in the process of developing its long range 2025 Transportation Plan. The Durham-Chapel Hill-Carrboro Transportation Advisory Committee (DCHC TAC) has opened a 60 day public comment period (from Sunday, April 12, 1998 to Tuesday, June 9, 1998), and requested that local governments receive a report on the 2025 Transportation Plan. The purpose of this item is for the Board of Aldermen to receive the report on the 2025 Transportation Plan from the Durham-Chapel Hill-Carrboro MPO staff during the public comment period.

SUMMARY

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO) is required by United States Department of Transportation (USDOT) to have an adopted regional transportation plan and Air Quality Conformity Determination by the year 2000.

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) and the USDOT have agreed that an acceptable transportation plan for the region should forecast out to the year 2025. The TAC has also established a draft set of Goals and Objectives for the 2025 Transportation Plan.

The staffs from local governments within the Durham-Chapel Hill-Carrboro MPO have developed socio-economic forecasts for the horizon year of 2025. The local planning agencies have prepared forecasts for dwelling units, employment, income, and population. The forecasts are a critical input to the Regional Travel Demand Model.

NCDOT and the Durham-Chapel Hill-Carrboro MPO are creating the Regional Travel Demand Model for transportation planning as well as for USDOT's Air Quality Conformity Determination; which must be made by February, 2000.

The Durham-Chapel Hill-Carrboro TAC have requested that local governments within the MPO receive a status report on the 2025 Transportation Plan during the 60 day public comment period.

ANALYSIS

None

ACTION REQUESTED

That the Board receives the 2025 Transportation Plan report during the 60-day public comment period.

RECOMMENDATION

None

DRAFT

2025 Transportation Plan Schedule Outline

1998

May 13, 1998	Public Hearing on Goals & Objectives & Open Public Comment Period on Socio-Economic (SE) Forecasts
June 10, 1998	Public Hearing on SE Forecasts
August 12, 1998	Adoption of G & O's and SE Forecasts
August/September	Public Informational Meeting (Plan Kickoff Meeting)
December 9, 1998	Receive Draft Deficiency Analysis & Open Public Comment Period on Deficiencies

1999

January 13, 1999	Public Hearing on Transportation Deficiencies
January	Public Informational Meeting: Deficiencies
February 10, 1999	Receive Final Deficiency Analysis
March 10, 1999	Receive Alternatives Screening & Needs Analysis & Open Public Comment Period
April 14, 1999	Public Hearing on Alternatives Screening & Needs Analysis
Late April	Public Workshop: Alternatives Evaluation
June 9, 1999	Receive Draft 2025 Transportation Plan & Open Public Comment Period
August 11, 1999	Public Hearing on Draft 2025 Transportation Plan & Air Quality Conformity Analysis for the Plan
September	Public Workshop: Draft 2025 Transportation Plan
October 13, 1999	Receive Revised Draft of Transportation Plan
October/November	**Special TAC Meeting(s) if Needed**
November 10, 1999	Adoption of the 2025 Transportation Plan & Air Quality Conformity Finding

2000

February, 2000	USDOT Air Quality Conformity Determination - AQ Conformity lapses if we do not meet this deadline!!!!
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1. Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using transportation facilities more efficiently.
2. The consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives.
3. The need to relieve congestion and prevent congestion from occurring where it does not yet occur.
4. The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short-and long-term land use and development plans.
5. The programming of expenditures on transportation enhancement activities as required in Section 133.
6. The effects of all transportation projects to be undertaken within the metropolitan area, without regard to whether such projects are publicly funded.
7. International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historical sites, and military installations.
8. The need for connectivity of roads within the metropolitan area with roads outside the metropolitan area.
9. The transportation needs identified through use of management systems required by Section 303 of this title.
10. Preservation of right-of-way for construction of future transportation projects, including identification of those corridors for which action is most needed to prevent destruction or loss.
11. Methods to enhance the efficient movement of freight.
12. The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement.
13. The overall social, economic, energy, and environmental effects of transportation decisions.
14. Methods to expand and enhance transit services and to increase the use of such services.
15. Capital investments that would result in increased security of transit systems.
16. Recreational travel and tourism.

Purpose

Transportation Goals and Objective statements are intended to cohesively set forth the urban area values related to the overall transportation system, as well as provide a road map to guide the transportation decision making process. Most importantly, they bridge the gap between community values that are unique to the community and the mandated technical aspects of the transportation plan. The Goals and Objectives should comply with the (16) Planning Factors (ISTEA).

1. Overall Transportation System**Goal:**

Maintain and improve the quality of urban area transportation facilities while striving to have a safe, efficient, multi-modal system.

Develop a comprehensive transportation system that supports local land use and accommodates trip-making choices by maintaining mobility and minimizing impacts on the environment and neighborhoods.

Objectives:

- a) Provide a basis for establishing a sound systematic approach for planning, selecting and programming transportation projects to ensure consistency of community goals and a cost effective use of available funds.
 - b) Encourage and promote non-auto alternatives and create efficient connections between all modes.
 - c) Promote the efficient use of energy resources.
 - d) Develop cooperative strategies with employers to reduce automobile trips and promote alternative modes of transportation.
-

2. Highway System**Goal:**

Develop and maintain a safe and efficient street and highway network system that facilitates the movement of people and goods while providing convenient access. X

Objectives:

- a) Provide a functional system of streets and roadways that can safely and adequately handle present and future traffic growth with an acceptable level of service.
 - b) Preserve the traffic carrying capacity of the arterial street system and minimize traffic intrusion in residential neighborhoods while creating street patterns that encourage safe pedestrian and bike travel.
-

3. Public Transportation System**Goal:**

Maintain and expand convenient, accessible, and affordable public transportation provided by public and private operators.

Encourage changes in land use patterns, parking requirements and development regulations to produce greater public transportation use.

Objectives:

- a) Expand fixed route services by enlarging the service area and frequency of service to the community.
- b) Enhance coordination between urban area transit systems, including such things as ease of transfer, fare structure, etc.
- c) Expand carpool and vanpool services and opportunities.
- d) Work with federal, State and local governments to develop and implement alternatives to usage of single occupant vehicles, including high occupancy vehicles (HOV) facilities and regional rail services.
- e) Develop and implement the Regional Rail System to service the region.
- f) Develop a regional park n ride system to support transit services.
- g) Develop a comprehensive public transportation educational and marketing program.

4. Pedestrian and Bicycle Systems

Goal:

Promote the development of pedestrian and bicycle systems that afford both an alternative means of transportation and support recreational opportunities.

Objectives:

- a) Develop a regional bicycle and pedestrian policy that encourages linkages between activity centers.
- b) Update and maintain the Regional Bike Plan.
- c) Ensure that bike and pedestrian facilities are included in the planning, design, and construction of roadways where applicable.
- d) Increase education about the benefits of pedestrian and bicycle alternatives and enforcement of pedestrian and bicycle regulations.
- e) Pursue a strong funding commitment (such as enhancement funds) for building both pedestrian and bicycle facilities.
- f) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- g) Encourage the efforts and activities of citizen advocate groups for pedestrian and bicycling by providing information and support for their programs.

5. Integration of Land Use and Transportation Systems

Goal:

Support the integration of local Land Use Plans with the Transportation Plan.

Objectives:

- a) Develop transportation systems that enhance the livability of all communities.
- b) Support land use patterns that improve transportation efficiency.
- c) Evaluate the land use impacts of potential transportation improvements.
- d) Encourage land patterns that support alternative transportation modes.

6. Protection of Natural Environmental and Social Systems

Goal:

Work cooperatively with federal, State and local governments to protect and minimize impacts to the natural and social environment.

Objectives:

- a) Protect and minimize impacts to archaeological, historic and culturally valuable areas.
- b) Identify and protect environmentally sensitive areas early in the planning process.
- c) Develop a transportation systems that meets the National Ambient Air Quality Standards.

7. Public Involvement

Goal:

Develop and implement strategies to inform and involve citizens in all stages of the development and update of the Transportation Plan.

Objective:

- a) Implement public involvement initiatives consistent with the MPO's Public Involvement Policy.

BOARD OF ALDERMEN

ITEM NO. E(2)

AGENDA ITEM ABSTRACT

MEETING DATE: June 2, 1998

SUBJECT: Presentation of 1998-99 Budget Recommendations/Human Services Commission

DEPARTMENT: Manager's Office	PUBLIC HEARING: YES ____ NO <u>x</u> __
ATTACHMENTS: Individual Requests Summations and Recommendations for Funding	FOR INFORMATION CONTACT: Christine Taylor, Chair, Human Services Commission; James Harris, 968-7700

Purpose:

The purpose of this item is to present to the Board of Aldermen the recommendations from the Human Services Commission for funding requests from the non profit agencies providing services to Carrboro citizens.

Summary:

The Commission held joint meetings with the Chapel Hill Human Services committee for those agencies that requested funds from Carrboro and Chapel Hill. Separate hearings were held for those agencies that requested funds from Carrboro only. The hearing process took approximately seven weeks. The Human Services Committee is fully staffed with a diverse group of volunteers with strong human service backgrounds. Thirty agencies applied for funds from the human service budget and one agency requested funds outside the process. All agencies had an opportunity to present their request. Funding is recommended for thirty of the agencies. The total recommended allocation for fiscal year 1998-99 is \$68,700.

Action Requested:

It is requested that the Board accept the recommendation for the allocation of the human services funding for 1998-99 from the Human Services Committee.

Admin. Recommendation:

The Administration supports the proposed allocations as proposed by the Human Services Committee and has set aside \$68,776 to cover the allocations.

ORGANIZATION	CARRBORO CLIENTS 97/98	CARRBORO CLIENTS PROPOSED 98/99	USE OF FUNDS	97/98 AWARD	98/99 REQUEST	98/99 AWARD
Association for Retarded Citizens of Orange County	47	*	Town of Carrboro funds will help pay care provider salaries for respite care and help pay for summer internships for job coaches.	\$2,000	\$2,000	\$2,000
Chapel Hill - Carrboro Meal on Wheels, Inc.	600	*	Town of Carrboro funds will be used for general operating expenses.	\$600	\$1,200	\$800
Charles House Association	11	11	Town of Carrboro funds will allow Charles House to subsidize the fees for Carrboro residents for the fiscal year 1997-98.	\$1,000	\$1,000	\$1,000
Community School for People Under Six	42 total for county	*	Town of Carrboro funds are to be used for field trip opportunities and education - related property improvements.	\$2,000	\$2,000	\$2,000
Family Services Center, Inc.	53	245	Town of Carrboro funds will be used to help provide credit counseling and scholarships to low-income families for budget counseling and educational programs.	\$1,750	\$2,500	\$1,750
Day Care Services Association, Inc.	92	88	Town of Carrboro funds will be used to provide scholarships for day care service in AA licensed care centers.	\$5,000	\$7,500	\$5,150
Disability Awareness Council of Orange County	600 total for county	*	Town of Carrboro funds will be used for general operating expenses.	\$1,500	\$2,000	\$1,500
Dispute Settlement Center	772	1,200	Town of Carrboro funds will be used to provide various programs including resolution training.	\$3,500	\$4,000	\$4000
Interfaith Council for Social Services	218	180	Town of Carrboro funds will be used for crisis intervention, emergency shelter, and case management.	\$5,000	\$5,000	\$5,000
Joint Orange-Chatham Community Action Agency, Inc.	700	750	Town of Carrboro funds will be used to support the feeding programs. It will serve as the required federal match.	\$8,200	\$8,610	\$8,600
Orange Chatham Alternative Sentencing	10	*	Town of Carrboro funds will be used for general operating expenses.	\$2,000	\$2,000	\$2,000
Orange County Literacy Council	13	23	Town of Carrboro funds will be used for general operating expenses - rent, utilities,	\$1,500	\$1,650	\$1500

ORGANIZATION	CARRBORO CLIENTS 97/98	CARRBORO CLIENTS PROPOSED 98/99	USE OF FUNDS	97/98 AWARD	98/99 REQUEST	98/99 AWARD
			and salary of the director.			
Orange County Rape Crisis Center	47	50	Town of Carrboro funds will be used for direct services to victims of sexual assault including recruitment and training of rape crisis advocates and for community education programs dealing with awareness and prevention of sexual assault.	\$2,500	\$2,500	\$2,500
Orange County Women's Center	*	*	Town of Carrboro funds will be used for the general support of the Women's Center counseling and education programming.	\$1,750	\$4,000	\$4,000
Orange/Durham Coalition for Battered Women	40	44	Town of Carrboro funds will be used for general operating expenses.	\$2,300	\$2,300	\$2,300
Planned Parenthood of Orange/Durham Counties	1,500	1,450	Town of Carrboro funds will be used to continue educational and medical programs.	\$1,500	\$1,500	\$1,500
Retired Senior Volunteer Program (RSVP)	51	52	Town of Carrboro funds will be used for general operating expenses.	\$900	\$900	\$900
Triangle Hospice	20	20	Town of Carrboro funds will be used to support services for Carrboro families who are indigent.	\$3,500	\$4,000	\$4,000
Volunteers For Youth, Inc.	27	27	Town of Carrboro funds will be used for general operating expenses for the one-on-one volunteer program, the community services program and the school groups.	\$1,200	\$1,200	\$1,200
KidsScope/OPC Mental Health Center	125	240	Town of Carrboro funds will be used for general operating expenses.	\$500	\$500	\$500
Freedom House Recovery Center	38	40	Town of Carrboro funds will be used for general operating expenses.	\$3,500	\$5,000	\$4,000
Triangle Radio Reading Service	187	193	Town of Carrboro funds will be used for the news information service for the elderly, blind and visually impaired.	\$1,000	\$1,000	\$1,000
Orange County Communities in Schools, Inc.	14	14	Town of Carrboro funds will be used for general operating expenses.	\$3,000	\$3,200	\$3,200

ORGANIZATION	CARRBORO CLIENTS 97/98	CARRBORO CLIENTS PROPOSED 98/99	USE OF FUNDS	97/98 AWARD	98/99 REQUEST	98/99 AWARD
Crime Stoppers	n/a	n/a	Town of Carrboro funds will be used to offer rewards for information associated with solving crimes.	\$500	\$500	\$500
Family Counseling Services	30	46	Town of Carrboro funds will be used to pay the initial fee for Carrboro residents who can not afford to pay.	\$4,000	\$4,500	\$3000
Mental Health Association of Orange County	25	28	Town of Carrboro funds will be used to support the Compeer Program.	\$2,000	\$3,000	\$2,000
Young Parent Institute	*	25	To conduct (8) two hour workshop/training for families with at risk children of school age. The subjects are goal setting, conflict resolution, budgeting and parenting.	-0-	\$1,585	\$800
North State Legal Services	30	30	Providing direct civil legal advice and assistance to low income clients in the areas of consumer, housing, education, employment, environmental, public benefits, family, and domestic violence	-0-	\$3,500	\$2,000
Village Charter School	n/a not funded	*	To develop a literacy magazine published by the students who live in Carrboro	-0-	\$1,426	-0-
Carr Court Family Resource Center	n/a no application to evaluate	*	rent money for additional space for Daycare	-0-	\$7,000	
Pines of Carolina Girl Scout Council, Inc.	not funded	*	General operating expenses and entrance fees for students that can not pay	-0-	\$2,000	-0-

*This information was not provided in the applications submitted to the town.

Member Governments

Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
N.C. Department of
Transportation
County of Orange

ANNOUNCING
A Public Comment Period on the
Draft Goals & Objectives for the 2025 Transportation Plan

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is in the process of developing its long range 2025 Transportation Plan. An important first step is establishing a set of Goals & Objectives for the Transportation Plan. The Goals & Objectives are intended to set forth the urban area's values related to the overall transportation system, as well as serve as a guide to the transportation decision-making process. Copies of the draft Goals & Objectives are available for review at the City of Durham Department of Transportation, the Durham City-County Planning Department, the Chapel Hill, Carrboro, Hillsborough, Chatham County, and Orange County Planning Departments, as well as at the Durham, Orange and Chatham County Public Libraries. The draft Goals & Objectives are also available in large print or on audio cassette upon request.

The public comment period will be open from **Sunday, April 12, 1998** through **Tuesday, June 9, 1998**. Written comments should be mailed to: Tim Saunders, Department of Transportation, City of Durham, 101 City Hall Plaza, Durham, NC 27701 or emailed to tsaunders@ci.durham.nc.us.

A public hearing on the 2025 Transportation Plan: Goals & Objectives is scheduled for **Wednesday, May 13, 1998 at 7:00 p.m. in the Durham City Council Chambers (1st Floor of Durham City Hall, 101 City Hall Plaza)**.

**** Persons with disabilities will be accommodated. Provisions will be made if notified 48 hours in advance of the meeting. ****

For further information, please contact Tim Saunders, City of Durham, Department of Transportation at 560-4366.

ANNOUNCING
A Public Comment Period on the
Draft Socio-Economic Forecasts for the 2025 Transportation Plan

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has prepared forecasts for dwelling units, employment, income and population for the horizon year of 2025. These forecasts will be used in the modeling process for the 2025 Transportation Plan and will, therefore, be a factor in the transportation choices made in the future. Copies of the draft 2025 socio-economic forecasts are available for review at the City of Durham Department of Transportation, the Durham City-County Planning Department, the Triangle Transit Authority, the Chapel Hill, Carrboro, Hillsborough, Chatham County, and Orange County Planning Departments, as well as at the Durham, Orange and Chatham County Public Libraries. The draft forecasts are also available in large print upon request.

The public comment period will be open from **Thursday, May 14, 1998** through **Friday, July 10, 1998**. Comments should be forwarded to:

Tim Saunders
City of Durham, Department of Transportation
101 City Hall Plaza
Durham, NC 27701
e-mail: tsaunders@ci.durham.nc.us
phone: 560-4366

A **Public Hearing** on the 2025 Socio-Economic Forecasts is scheduled for **Wednesday, June 10, 1998 at 9:00 a.m. in the Durham Committee Room (2nd Floor of Durham City Hall, 101 City Hall Plaza)**. Persons with disabilities will be accommodated. Provisions will be made if notified 48 hours in advance of the meeting.

2025 Transportation Plan

Orange County

Socio Economic Forecast Information

Participating Member Agencies of the
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Town of Carrboro
Town of Chapel Hill
Town of Hillsborough
Orange County

Orange County

Data Contacts:

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Chapel Hill Planning Department
306 N. Columbia Street
Chapel Hill, NC 27516
(919) 968-2728

Kenneth Withrow
Carrboro Planning Department
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Carrboro, NC 27510
(919) 968-7714

Contents

- TAZ Summary
- TAZ Map
- Dwelling Unit and Employment by District and TAZ for 1995 and 2025
- Dwelling Unit by District and TAZ (1995; 2000; 2005; 2010; 2015; 2020; 2025)
- Employment by District and TAZ (1995; 2000; 2005; 2010; 2015; 2020; 2025)
- Dwelling Unit Type by District and TAZ for 1995 and 2025
- Income Projection by District and TAZ for 1995 and 2025
- Summary of Methodology

Orange County Dwelling Units and Employment Projections by Districts for 1995 and 2025

District Number	Dwelling Units			Employment		
	1995	2025	Difference	1995	2025	Difference
301	19,253	25,332	6,079	27,887	46,919	19,032
302	4,153	5,445	1,292	1,236	4,859	3,623
303	1,565	2,461	896	172	1,235	1,063
304	3,912	5,057	1,145	636	2,149	1,513
305	2,475	3,826	1,351	4,033	6,518	2,485
306	3,009	4,652	1,643	267	1,827	1,560
307	6,866	10,615	3,749	3,166	4,620	1,454
County Total	41,233	57,388	16,155	37,397	68,127	30,730

