

AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO ESTABLISH A NEW OFFICE – RESIDENTIAL MIXED USE (OR-MU) DISTRICT, AND REZONE SPECIFIED PROPERTIES FROM THE R-2 DISTRICT TO THE NEW OR-MU DISTRICT

The Board of Aldermen of the Town of Carrboro Ordains:

Section 1. Article IX of the Carrboro Land use Ordinance is amended to include the following new Section 15-140.1:

Section 15-140.1 Office-Residential Mixed Use District

- (a) There is hereby created an Office-Residential Mixed Use (OR-MU) zoning district. The purpose of this district is to provide for mixed use developments, i.e. developments that contain both residential and non-residential elements, within areas that are near the downtown commercial districts.
- (b) Any lot within the OR-MU district that exists on the effective date of this section or that is hereafter created may be developed and used for those purposes within the 3,000 classification that are permissible within the B-2 zoning district, subject to the same permitting requirements and other applicable regulations of this chapter, just as if the property were zoned B-2.
- (c) Any lot or tract within the OR-MU district may be developed as a mixed use project in accordance with the provisions of this subsection.
 - (1) Development of property under this subsection requires the issuance of a conditional use permit by the Board of Aldermen in accordance with the applicable provisions of this chapter.
 - (2) A mixed use project approved under this subsection must have both a residential and a nonresidential component.
 - (3) At least one-half but not more than two-thirds of the gross floor area of the mixed use development shall consist of residential uses listed in use classifications 1.100, 1.200, 1.300, or 1.400. **Additionally, use classifications 1.510 (hotels and motels) and 1.520 (tourist homes and other temporary residences) shall be included as permissible uses, so long as they comprise no more than one-third of the residential component.**

Planning Board option:

- (3pb) At least one-half but not more than two-thirds of the gross floor area of the mixed use development shall consist of residential uses listed in use classifications 1.100, 1.200, 1.300, or 1.400. However, the residential component of the mixed use development may be increased to three-fourths of the gross floor area of the overall development if 15 percent affordable units are included. **Additionally, use classifications 1.510 (hotels and motels) and 1.520 (tourist homes and other temporary residences) shall be included as permissible uses, so long as they comprise no more than one-third of the residential component.**

(4) The permissible residential density within the mixed use development shall be calculated as if the development were zoned R-3. Planning Board option:

(4pb) The permissible residential density within the mixed use development shall be calculated as if the development were zoned R-3, however, the density shall be calculated as if the property were zoned R-2 if 15 percent affordable units are included.

(5) Subject to the other provisions of this subsection, the dimensional and other requirements of this chapter applicable to the R-3 district shall apply to a mixed use development permitted under this section, except that the maximum height of buildings within the mixed use development, shall be 50 feet but any portion of a building that is over 35 feet in height shall be set back from the otherwise applicable building setback line at least 2 additional feet for every additional foot the building exceeds 35 feet in height.

Planning Board option:

(5pb) Subject to the other provisions of this subsection, the dimensional and other requirements of this chapter applicable to the R-3 district shall apply to a mixed use development permitted under this section, except that the maximum building height shall be four stories except that a fifth story is permitted if 15 percent affordable housing units are included and so long as the fifth story is set back six feet from the façade of the building.

(6) Permissible uses within the commercial component of the mixed use shall be those listed in use classification 3.100 of the Table of Permissible Uses, except that not more than 15 percent of the gross floor area of the commercial component of the mixed use component may consist of uses (i) uses 2.110, 2.112, 2.120, 2.150, 2.210, 2.220, and (ii) restaurant uses 8.100, 8.200, 8.500, so long as they do not occupy more than 1,500 square feet of gross floor area and do not operate during the hours of 2:00 AM and 6:00 AM.

(7) A mixed use development may be constructed in phases as provided in Section 15-61. However, the phasing plan shall ensure that, as buildings are constructed and occupied, the relative mix of residential and commercial floor space remains substantially consistent with the percentages approved in the plans.

(8) If portions of the mixed use development are subdivided, the final plat shall contain notations indicating any limitations on uses or the sequencing of development created as a result of approval of the development as a mixed use under this section.

Section 2. The Official Zoning Map is hereby amended to change the zoning classification of the following properties from R-2 to OR-MU:

GISTMBL	OWNER	SITEADDRESS
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7.92.J.9	SOUTHERN EQUIPMENT COMPANY	219 GUTHRIE AVE
7.92.J.9E	STGL LLC	203 GUTHRIE AVE
7.92.I.10	PENDERGRAPH HOWARD JR	120 S MERRITT MILL RD
7.92.I.11	CHILTON MARK H	122 S MERRITT MILL RD
7.92.I.12	JACKSON MARIAN C	124 S MERRITT MILL RD
7.92.J.9G	STGL LLC	126 S MERRITT MILL RD
7.92.J.9E	STGL LLC	203 GUTHRIE AVE
7.92.J.11A	HUNT SAMUEL III	200A S MERRITT MILL RD
7.92.J.9J	STGL LLC	200 GUTHRIE AVE
7.92.J.11B	HUNT R SAMUEL III	200 S MERRITT MILL RD
7.92.J.2	GATTIS WILLIAM P	104 GUTHRIE AVE
7.92.J.1	GATTIS MARTHA	106 GUTHRIE AVE
7.92.J.27	UNKNOWN (Ravine below Knolls Street neighborhood)	

Section 3. The Official Zoning map is hereby amended to change the zoning classification of the following properties from R-2 to R-7.5:

GISTMBL	OWNER	SITEADDRESS
7.92.K.20	CARRBORO TOWN OF	100 HARGRAVES ST
7.92.J.9A	SOUTHERN EQUIPMENT COMPAN	200 BREWER LN
7.92.J.9C	CARRBORO TOWN OF	102 HARGRAVES ST
7.92.J.6B	GARNES GRAFTON S	201 BREWER LN
7.92.J.6A	BULLSEYE PROPERTIES LLC	202 BREWER LN
7.92.J.7	CHAMBERS MAY ELIZABETH	101 HARGRAVES ST
7.92.J.6	WHISNANT THOMAS S	103 HARGRAVES ST UNIT# J

Section 4. Section 15-146 (Table of Permissible Uses) is amended by modifying the use classification 21.000 Cemetery and Crematorium by creating two new subcategories for this use so that the permit requirements now read as follows:

DESCRIPTION	R-2	R-3	R-7.5	R-15	R-15 SIR, SIR2, 10	R-20	RR	B-1	B-1 (C)	B-1 (G)	B-2	B-3	B-3 T	B-4	M-1	M-2	CT	C	W-	B-5	WM-3	O	O/A
21.000 Cemetery and Crematorium																							
21.100 Town-owned Cemetery	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z
21.200 All other cemeteries							S								Z	Z		C	C	C			
21.300 Crematorium															Z	Z							

Section 5. Subsection (c) of Section 15-198 Open Space of the Carrboro Land Use Ordinance is amended to read as follows:

(c) Except as otherwise provided in subsection (j) and Section 15-203, every residential development in zoning districts other than the R-2 and OR-MU districts shall be developed so that at least forty percent (40%) of the total area of the development remains permanently as open space. Every residential development in the R-2 and OR-MU districts shall be developed so that at least twenty percent (20%) of the total area of the development remains permanently as open space.

Section 6. Subsection (d) of Section 15-198 Open Space of the Carrboro Land Use Ordinance is amended to include a new subdivision (5) at the end that reads as follows:

(5) Notwithstanding the foregoing, the playfield requirement will not apply to residential mixed use developments located within the OR-MU zoning district.

Section 7. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 8. This ordinance shall become effective upon adoption.

- - - - City Limits
 [] Parcels
 ■ ■ ■ Planning Jurisdiction
 [] Rezone from R-2 to OR-MU
 [] Rezone from R-2 to R-7.5

Feel
240

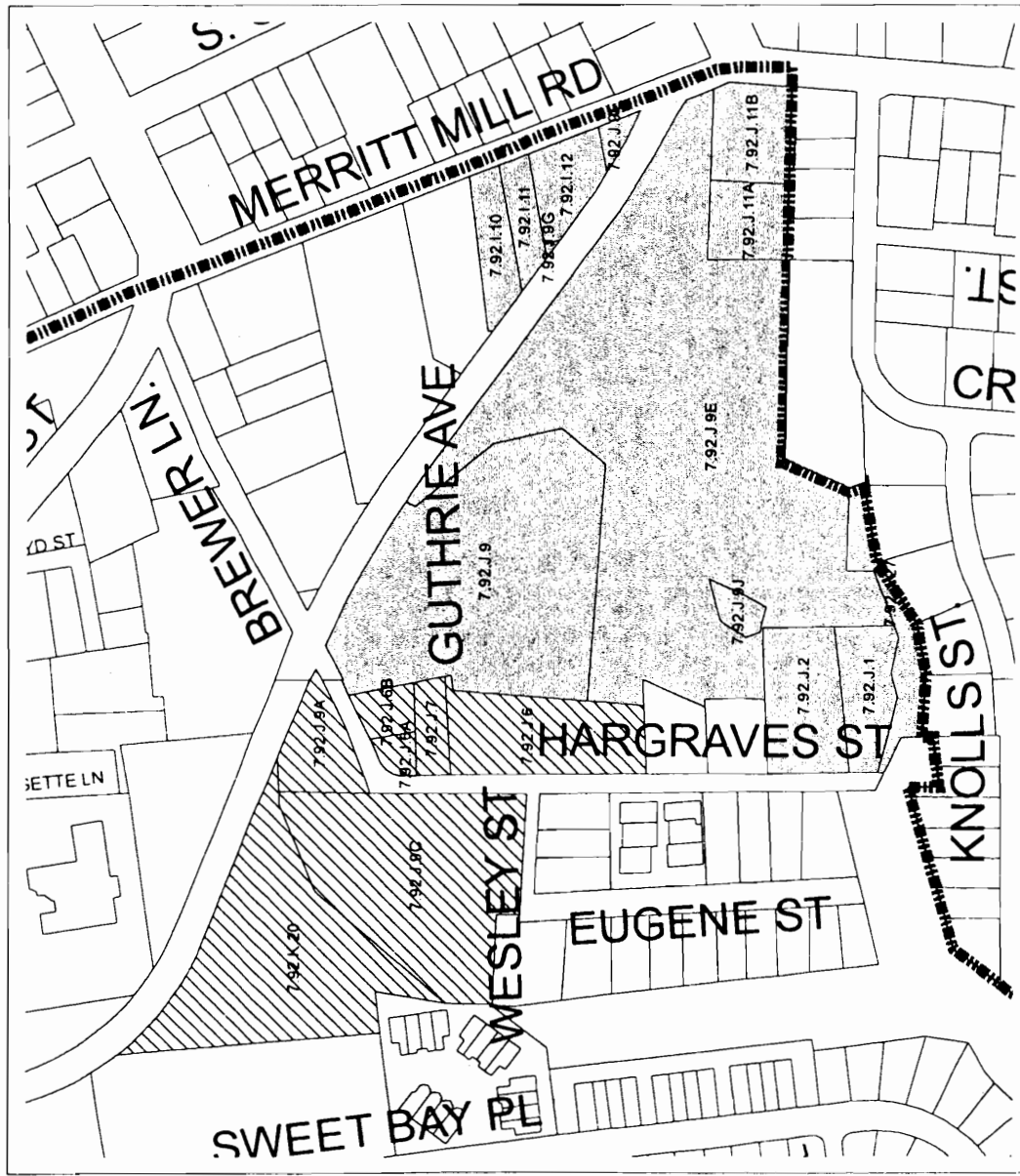
THIS MAP IS NOT A CERTIFIED SURVEY
NO RELIANCE MAY BE PLACED IN ITS
ACCURACY

The Town of Caribou assumes no liability for damages caused by inaccuracies in this map or supporting data and makes no warranty, expressed or implied, as to the accuracy of the information presented. The fact of distribution does not constitute such a warranty.



TOWN OF CARRBORO
301 W Main St
Carrboro, NC 27510

Printed Nov 9, 2005



**PUBLIC HEARING ON REZONING PROPOSAL FOR R-2
DISTRICT/ESTABLISHMENT AND PLACEMENT OF OR-MU ZONING
DISTRICT**

The Board of Aldermen enacted a 180-day moratorium on land use permit review of certain developments in the R-2 zoning district on August 23, 2005 and subsequently directed staff to prepare an ordinance that established a new zoning district in that area. It was necessary for the Board of Aldermen to receive public comment before taking action on the draft ordinance.

Trish McGuire, the Town's Planning Administrator, addressed the Board.

Alderman Herrera asked about the closest sewer lines to the property.

Roy Williford, the Town's Planning Director, said that there are sewer lines running toward the stream area above Knolls Street near Roberson Street in a southerly direction.

Alderman Haven O'Donnell asked if there had been any feedback from the Gattis family.

Mitch Virchick, a resident of Maple Avenue, addressed the Board. He stated that the rezoning plan for the cemetery is confusing and that he had concerns that it would be compromised.

Alderman Zaffron stated that it is currently non-conforming and that this will bring it into conformity.

David Rooks, an attorney representing Sam and Vicki Hunt, owners of the Hunt Electric property, addressed the Board. He stated that the Hunts have had a business in Carrboro for over 20 years and want to stay in Carrboro but they are now a non-conforming use. This will limit their ability to expand their business. They would like to do something with it, but as long as it is a non-conforming use, there is no economic incentive and there are planning problems. The problem with the ordinance is that it does not make Hunt Electric a conforming use. He asked that the Board re-define a retail, low-volume, traffic generator.

Mike Brough said there is no problem with it conceptually. He stated that he was not sure it was within the framework of what has been proposed for this hearing because it would apply across the board and would not affect only this one zoning district that is being proposed. If the Board says it looks like a good idea, we can get it and bring it back. It will take a while to go through the appropriate steps.

James Carnahan, the Chair of the Planning Board, addressed the Board. He stated the recommendations that were voted on unanimously by the Planning Board.

Perry Saffron, an attorney in Raleigh representing the Southern Equipment Company (which operates Readimix Concrete Company and STGL, a property owner in area

**CONTINUATION OF THE PUBLIC HEARING: REZONING PROPOSAL FOR R-2
DISTRICT/ESTABLISHMENT OF OR-MU ZONING DISTRICT**

The Board of Aldermen held a public hearing on March 28th and continued it to the April hearing to allow additional time for the Board to receive public comments before taking action on the draft ordinance.

Mayor Chilton asked the Board to recuse him from this item due to a conflict of interest.

MOTION WAS MADE BY JACQUELYN GIST AND SECONDED BY JOAL BROWN TO RECUSE MAYOR CHILTON. VOTE: AFFIRMATIVE ALL

Trish McGuire, the town's Planning Administrator, addressed the Board.

David Rooks, representing Hunt Electric, addressed the Board. He stated that the staff proposal allows Hunt Electric to be made conforming as part a redevelopment plan. He does not make Hunt Electric conforming now. They would like to be made conforming now.

Perry Saffron, representing The Southern Equipment Company (which operates Ready Mix Concrete Company and STGLLC) addressed the Board. He quoted a recommendation from the Economic Sustainability Commission regarding access to the property: "it is our recommendation that mixed use be permitted but not required. We also want to recommend that light manufacturing as well as research and development uses be permitted." He stated that his client's problem with access is aggravated by the mixed-use concept. He urged the Board to think about access and not to rezone the property.

Harvey Reid, a Carr Court homeowner, addressed the Board. He stated that he represented the Carr Court homeowners and came to discuss the impact of rezoning on property. He presented the Board with a petition from homeowners stating that they agree to the current proposal. They are concerned about the impact that density will have on their families and have begun to meet to address and provide the Board with their primary concerns. There is only one entrance – a railroad and no protection. He stated that they feel the impact of the bar and karate school. Sometimes the traffic is so heavy, just getting in and out is hazardous. He stated that they are concerned taxes going up and that many of the residents are on fixed incomes. He stated that the cement plant is an issue--it is disturbing to hear the noise all-night and early in the morning.

Alderman Gist asked staff for their opinion on what would happen to the tax bill for folks on Carr Court if the zoning change goes through.

Mr. Reid stated that there is only one way in and if train collapsed, or there was a multiple car wreck, there is no way of coming in or out.

Alderman Herrera asked if Mr. Reid supported the bike path.

Mr. Reid said sometimes bikers are in danger when they come over Brewer Lane. They suffer the same issues - so many people are using the same thoroughway.

Deloris Bailey, Executive Director of Empowerment, addressed the Board. She stated that the Carr Court community is united again. It is the oldest neighborhood in Carrboro and deserves to be listened to on this issue. They are concerned with density and should not bear the brunt of construction.

Alderman Brown stated that there is no project or application before the Boards.

Ms Bailey said the neighborhood feels it is important to speak up because they will have to bear the brunt of noise and traffic with a mixed-use project. The main issue is that they be listened to.

Alderman Herrera asked if there was a translator for the Hispanic families in Carr Court

Ms. Flores said that the families were invited but they did not come.

William Gattis addressed the Board. He reiterated what his neighbors said. He stated that he wanted his and his mother's property issue to be separate for now, that he has to resolve with Ready Mix and is trying to decide which way to go. He stated his desire for the property to remain zones R-2 for now; any high-density development would have an impact. Brewer Lane apartments and the bar and karate school place a higher burden. Beyond the railroad, there are no sidewalks to Wesley or Eugene Streets. The bike path brings more people. He stated his concern about density and the safety of the children. He, his mom, and Ms. Neevey do not have sewer. They are concerned that the whole town surrounds them. He grew up where people owned their houses. He asked that in the process of rezoning, to please make sure people are cared for - that they get their sewage. They are neglected - sewage builds up behind apartments.

Alderman Coleman asked Mr. Gattis why he wanted the property to stay R-2.

Mr. Gattis said he has issues with his property to get resolved first.

Ms. Flores stated that the residents support mixed use, not residential. They hope it will not become student housing. They do not want that.

James Carnahan, Chair of the Planning Board, addressed the Board. He stated that the Planning Board voted unanimously not to change the thresholds. They want to find every opportunity to find affordable housing in the community. They are working on a recommendation to take a look at the economics of affordable housing and what might be a suitable threshold. .

MOTION WAS MADE BY ALEX ZAFFRON AND SECONDED BY DAN COLEMAN TO CLOSE THE PUBLIC HEARING. VOTE: AFFIRMATIVE ALL

Alderman Broun stated that the Board would not be voting tonight. She asked if the language could be modified without an additional public hearing.

Mike Brough said yes, but it will require some drafting. He would need instruction and language.

Alderman Coleman suggested a compromise re: affordable housing. He stated that a minimum requirement would be 50% residential. A development could go above 50% up to a maximum of 70% as long as 50% of any additional amount above the base 50% meets all affordable housing criteria.

Alderman Broun asked for an opinion about whether to rezone or pull the two properties referred to in Mr. Gattis' packet.

Mike Brough said the Board could do as they choose and revisit the issue at another time.

Alderman Herrera stated that of the twelve people who signed petition, none of them are Spanish. Their input is absent from the process.

Alderman Broun stated that the Board would vote at the next meeting and let all the people who spoke at the hearing know when it would be continued.

Alderman Broun asked staff to:

- Bring back a report on the times that the cement plant is operating and information about the noise issue.
- Check with NCDOT about whether we can get a railroad crossing arm or lights to let people know that a train is coming.

- Check with OWASA re: sewage issue and whether OWASA will provide an 8" as opposed to 4" sewer pipe.
- Follow-up about OWASA's sewer policy about engineering costs, project costs and engineering costs of sewerage unsewered neighborhoods
- State or federal funds for people re: getting sewer attached to their home.
- Put up dead end sign.
- Provide new people on Board with factors for sidewalks.
- Contact the Latino families with an interpreter to make see if they have any questions about the rezoning proposal. (Staff was asked to discuss this with Alderman Coleman and Alderman Haven-O'Donnell).

Alderman Haven-O'Donnell asked about the Roberson Place bike path.

Alderman Zaffron said it has gone out to bid and will come to the Board for approval on May 16th.

Alderman Broun asked staff to keep the neighbors informed about this.

Memorandum

To: Patricia McGuire, Planning Administrator

From: James Thomas, Zoning Development Specialist/Planner

Date: May 11th, 2006

Re: Update on Operation Hours and Noise Regulation for Ready Mix Concrete Plant

Operation Hours:

The Zoning Division has reviewed the existing files/plans for the Ready Mix Concrete Plant that was approved for a Zoning Permit on September 12th, 2000. The Ready Mix Concrete Plant is considered a non-conforming use per Section 15-121(8) of the Land Use Ordinance. Per a review of the files/plans, there are no operating hours that have been placed on the operation of this plant with the issuance of the Zoning Permit. The Zoning Division contacted the office of the Ready Mix Plant and their typical operation hours for dispatching of trucks is 6:30am to 5:00pm. There are times when night hours are required due to night concrete pours as stated by the office attendant. In addition, the plant does operate on Saturday in order to meet business needs. Per a discussion with Mike Brough, Town Attorney, the Town Code does not stipulate operation hours for this type of business.

Noise Levels:

As for the noise levels established at the Ready Mix Concrete Plant, the Zoning Division completed a review of the files/plans and came up with the time line below:

1. October 27th, 1999- Initial review completed by Chris Murphy, former Development Review Administrator. Within this 1st review, Mr. Murphy stated that the applicant would be required to submit a report from an engineer explaining how the project complies with Sections 15-162 thru 15-169 (see attachment) of the Land Use Ordinance. It should be noted that these sections of the LUO would apply to "new" construction, but the Ready Mix Concrete Plant is a one-time expansion and they are limited to maintaining the existing noise, vibration etc. levels established prior to the one time expansion.
2. January 3rd, 2000- Noise report completed by GeoSonics Inc. This noise report was completed over a day period at the varying locations at the plant. Per this report, the maximum noise level measured was 71db (A). During the other four testing periods, there was moderate activity and the decibel level ranged from 61 db (A) to 67 db (A). The lowest measured decibel level was 50 db (A) during the time period of 11:25am to 11:41am.
3. April 3rd, 2000- Applicant submitted report from engineer addressing Sections 15-162 thru 15-169 of the Land Use Ordinance. Within this report, the applicant stated the Section 15-163 was satisfied by the vibration and sound study performed on the existing

plant and that this report establishes the level of non-conformity. The applicant further stated that the “new” plant would not exceed levels established for the existing plant.

4. September 12th, 2000- Zoning Permit was issued for “new” concrete plant and office. It should be noted, this Zoning Permit was issued for a one-time expansion of a non-conforming use per Section 15-124 of the Land Use Ordinance.

Conclusion:

It would be the suggestion of staff that a noise study be completed during normal operating hours of the Ready Mix Concrete Plant. This study would be conducted in conjunction with zoning staff and police, that possess a decibel reader. This noise study would determine a base decibel reading that could be compared to the noise study conducted by the applicant on January 3rd, 2000. It is not clear is if a noise study was completed after improvement were made to the Ready Mix Concrete Plant. Per a conversation with Mike Brough, if they did exceed the noise level of study on January 3rd, 2000, this may allow the town to take some form of action in suppressing the noise emanating from the Ready Mix Concrete Plant. This action could be taken under Section 15-124 of the LUO that states no person may engage in any activity that causes an increase in the extent of nonconformity of a nonconforming situation.

PLAN APPENDIX

FOR

READY MIXED CONCRETE

CARRBORO, NORTH CAROLINA

SUBMITTED TO:

**TOWN OF CARRBORO
301 WEST MAIN STREET
CARRBORO, NC 27510**

PREPARED FOR:

**READY MIXED CONCRETE
POST OFFICE BOX 27236
RALEIGH, NC 27611
(919) 790-1520**

SUBMITTED BY:

**BALLENTINE ASSOCIATES, P.A.
221 PROVIDENCE ROAD
CHAPEL HILL, NC 27514
(919) 929-0481**



**Job Number: 19816
Prepared: 3 APR 00**

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1.0 LUO SECTION 15-162 Compliance Certification

Section 15-162 Smoke, Dust, Fumes, Vapors, Gases, and Odors.

The requirements of Section 15-162 are satisfied by the Air Quality Permit issued by NCDEHNR, a copy of which is on file in the Carrboro Zoning Office.

2.0 LUO SECTION 15-163 Compliance Certification

Section 15-163 Noise.

The compliance of Section 15-163 are satisfied by the vibration and sound study performed on the existing plant, a copy of which is on file in the Carrboro Zoning Office. This report establishes the level(s) of non-conformity. The proposed plant will not exceed levels established for the existing plant. Upon completion of renovations, a similar study will be submitted to document new levels.

3.0 LUO SECTION 15-164 Compliance Certification

Section 15-164 Vibration.

Please refer to previous section.

4.0 LUO SECTION 15-165 Compliance Certification

Section 15-165 Ground Water Supply(REPEALED & AMENDED 05/25/99).

All outdoor storage facilities for fuel, chemical, or industrial wastes, and potentially harmful raw material, are located on impervious pavements, and are completely enclosed by an impervious dike high enough to contain the total volume of liquid keep in the storage area, plus the accumulated rainfall for a fifty (50) year storm.

5.0 LUO SECTION 15-166 Compliance Certification

Section 15-166 Air Pollution.

The requirements of Section 15-162 are satisfied by the Air Quality Permit issued by NCDEHNR, a copy of which is on file in the Carrboro Zoning Office.

6.0 LUO SECTION 15-167 Compliance Certification

Section 15-167 Disposal of Liquid Waste.

- (a) The proposed use will not discharge any waste contrary to the provisions of G.S. 143-214.2.
- (b) The proposed use will not discharge into the OWASA sewage treatment facilities any waste that cannot be adequately treated by biological means.

7.0 LUO SECTION 15-168 Compliance Certification

Section 15-168 Water Consumption.

OWASA billing records indicate that Ready Mix Concrete uses an average of approximately 300,000 gallons of water monthly. Due to the recycling process incorporated into the plant redesign, Ready Mix certifies water consumption will not exceed the previous monthly average.

8.0 LUO SECTION 15-169 Compliance Certification

Section 15-169 Electrical Disturbance or Inference. (AMENDED 10/20/99).

- (1) The proposed use will not create any electrical disturbance that adversely affect any operation or equipment other than those of the creator of such a disturbance.
- (2) The proposed use will not otherwise cause, create, or contribute the interference with electronic signals (including television, and or radio broadcasting transmissions) to the operation of any equipment not owned by the creator of such disturbance is adversely affected.



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DATE: May 10, 2006
TO: Steven Stewart, Town Manager
FROM: Dale McKeel, Transportation Planner
RE: Details of RR Crossing Project on Brewer Lane

At its meeting on April 25, the Board of Aldermen requested that Town staff provide information on the proposed improvements to the railroad crossing on Brewer Lane.

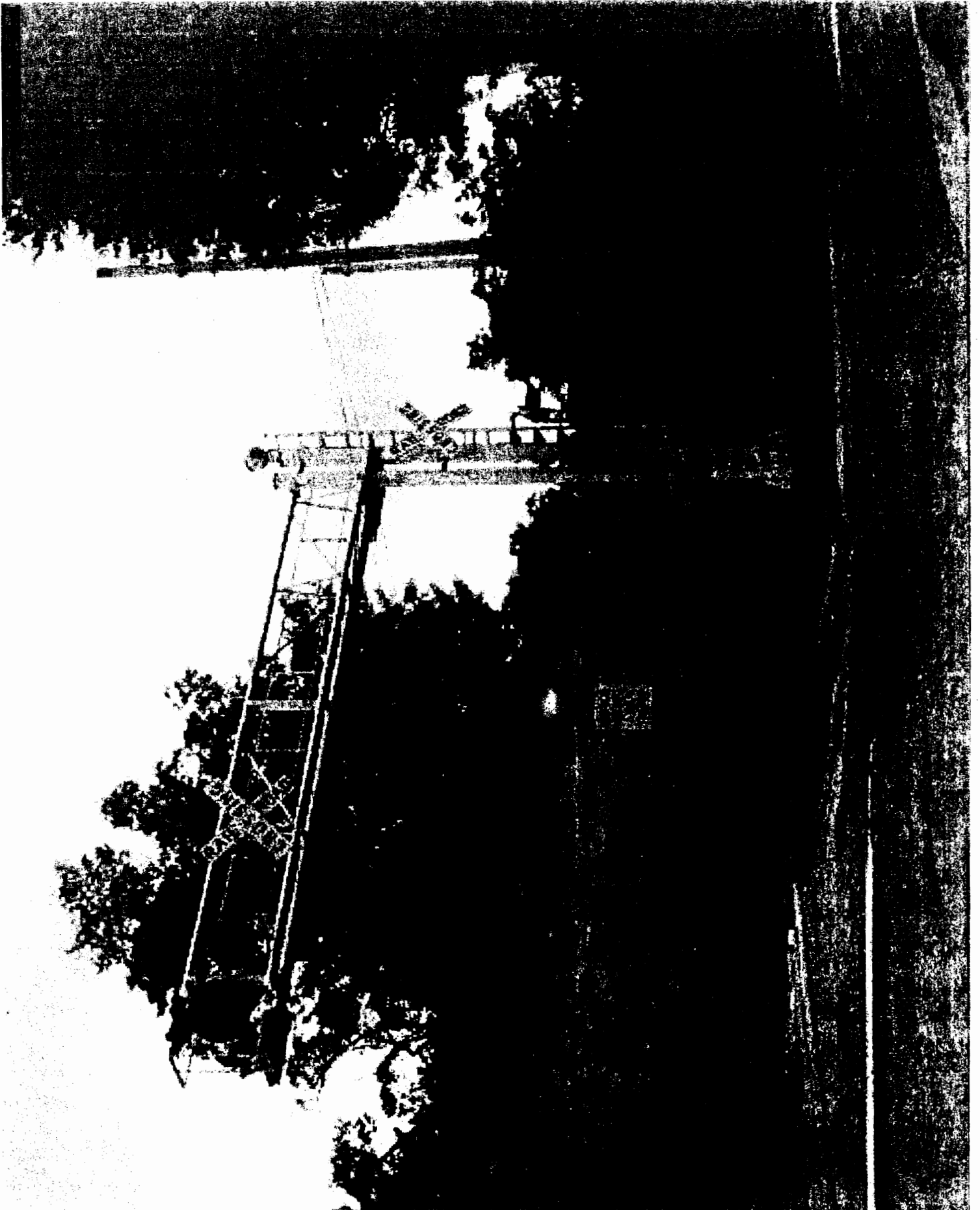
The project is being managed by UNC, which owns the railroad right-of-way in this area. The project will install flashing light signals and a bell and add concrete panels where the roadway crosses the tracks. The design includes a location for a sidewalk to be routed across the tracks. Additional details are provided on the attached plan.

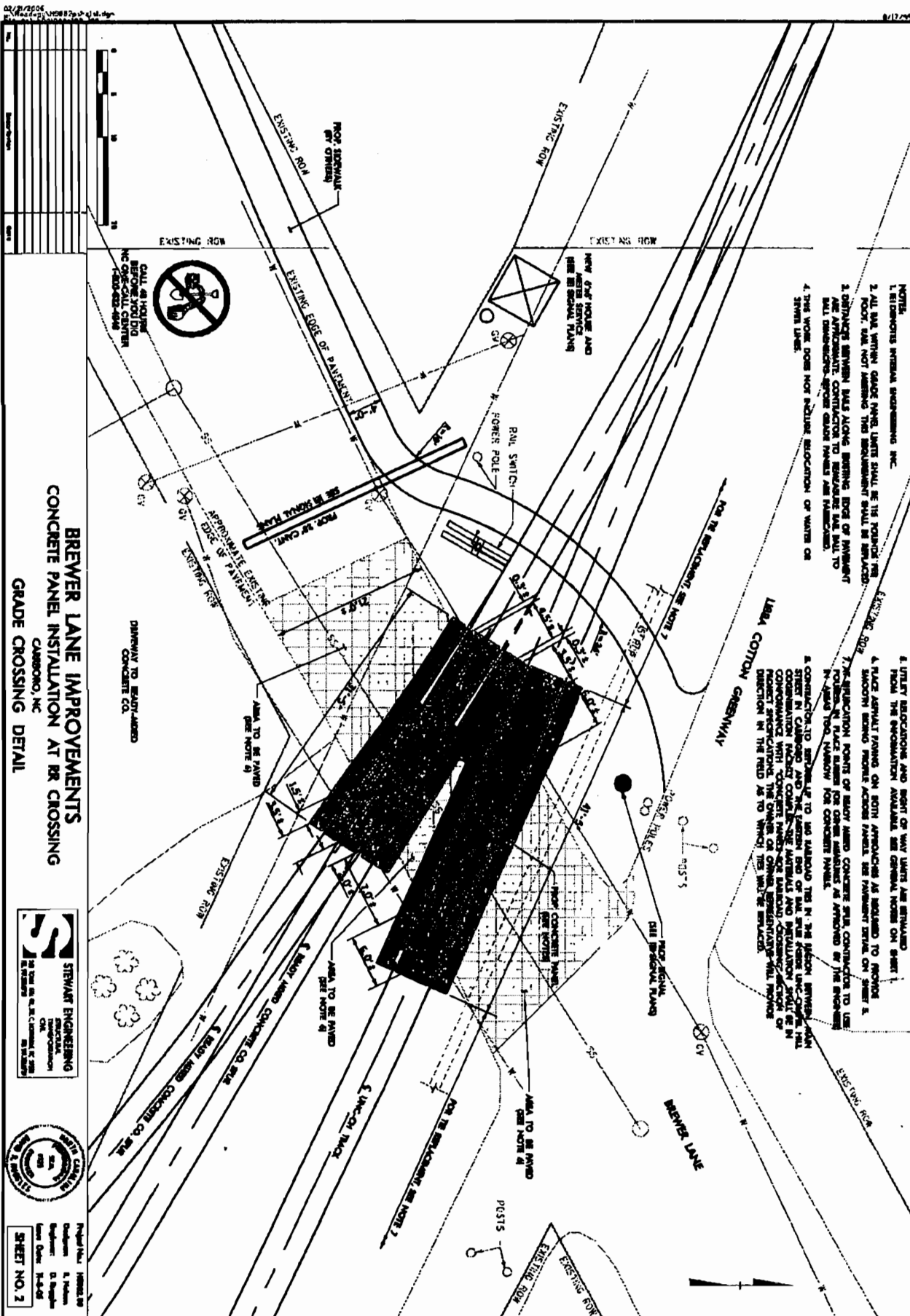
The warning lights on the west side of the intersection will be on a structure cantilevered over Brewer Lane, similar to the structures on Cameron Avenue (see enclosed photo). Gates are not part of project due to the geometrics of the roadway and the concrete plant driveway. Because there is only one access road to the neighborhood, an on-site detour will be necessary while the concrete panels are being installed.

The Board of Aldermen approved a Municipal Agreement with NCDOT for this project on March 28, 2000 (see attached minutes). This agreement states that the Town will pay 10 percent of the planning, design, and installation cost of the project. Funds were set aside in the capital reserve fund in 2000 to cover these costs, though the cost of the project has likely increased.

The project manager at UNC stated this week that there are unresolved issues involving Duke Power, and the construction date is not known at this time.

Please let me know if you have questions or need additional information.





NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	10/1/78
2	ISSUED FOR CONSTRUCTION	10/1/78
3	ISSUED FOR AS-BUILT	10/1/78
4	ISSUED FOR RECORD	10/1/78
5	ISSUED FOR FINAL	10/1/78
6	ISSUED FOR CLOSURE	10/1/78
7	ISSUED FOR REMOVAL	10/1/78
8	ISSUED FOR REPAIR	10/1/78
9	ISSUED FOR REPLACEMENT	10/1/78
10	ISSUED FOR RECONSTRUCTION	10/1/78

CALL 48 HOURS BEFORE YOU DIG AN OFF-CALL CENTER (800) 488-1000

BREWER LANE IMPROVEMENTS **CONCRETE PANEL INSTALLATION AT RR CROSSING** CAMDEN, NJ

GRADE CROSSING DETAIL

STEWART ENGINEERING
 CIVIL ENGINEERING
 1000 ROUTE 130
 CAMDEN, NJ 08102

Professional Engineer
 State of New Jersey
 No. 12345
 Exp. 12/31/80

Project No. 10000-01
 Designer: J. Stewart
 Checker: D. Stewart
 Date: 10-1-78

SHEET NO. 2

A REQUEST TO ADOPT A RESOLUTION TO CONTRACT WITH NCDOT TO OBTAIN FEDERAL-AID HIGHWAY FUNDS FOR IMPROVEMENTS IN THE PROTECTIVE DEVICES AT THE CROSSING AT BREWER LANE AND UNC RAILROAD TRACKS

The Federal government provides funds to the states for railway-highway grade crossing signalization projects. Public railway-highway grade crossings are examined annually by the State of North Carolina and ranked according to their need for improvement. Based on the existing train volume, automobile volume, train speed, past accident experience, and existing protection; the crossing of Brewer Lane and UNC Railroad Tracks, (Crossing No. 735 179M) has qualified for Federal funds. The Board was requested to adopt a resolution authorizing the Department of Transportation to contract with the Federal Highway Administration to obtain Federal-Aid funds.

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman Joal Broun.

**A RESOLUTION AUTHORIZING THE MAYOR AND TOWN CLERK
TO EXECUTE A MUNICIPAL AGREEMENT WITH THE
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TO OBTAIN FEDERAL-AID HIGHWAY FUNDS TO
IMPROVE THE PROTECTIVE DEVICES AT THE
CROSSING AT BREWER LANE AND UNC RAILROAD TRACKS**

Resolution No. 138/1999-2000

WHEREAS, the Department of Transportation, an agency of the State of North Carolina, pursuant to the provisions of G.S. 136-18(12) proposes to contract with the Federal Highway Administration to obtain Federal-Aid funds for the improvements in the protective devices at certain highway-railroad crossings on the Municipal Street System for which the Municipality is responsible; and

WHEREAS, this project shall consist of the installation of certain automatic warning devices at the crossing of Brewer Lane and UNC Railroad Tracks (Crossing No. 735 179M; and

WHEREAS, the Municipality will reimburse the Department of Transportation for ten percent (10%) of any and all expenses incurred in the planning, design and installation of the protective device by the Department of Transportation, and 100% of the cost not reimbursed by the Federal Highway Administration; and

WHEREAS, in order to carry out the aforesaid projects and to promote the public interest and general welfare of the Municipality, it is necessary for the Municipality to enter into a contract with the Department of Transportation to provide for the installation and maintenance of the protective devices at certain highway-railroad crossings on the Municipal Street System.

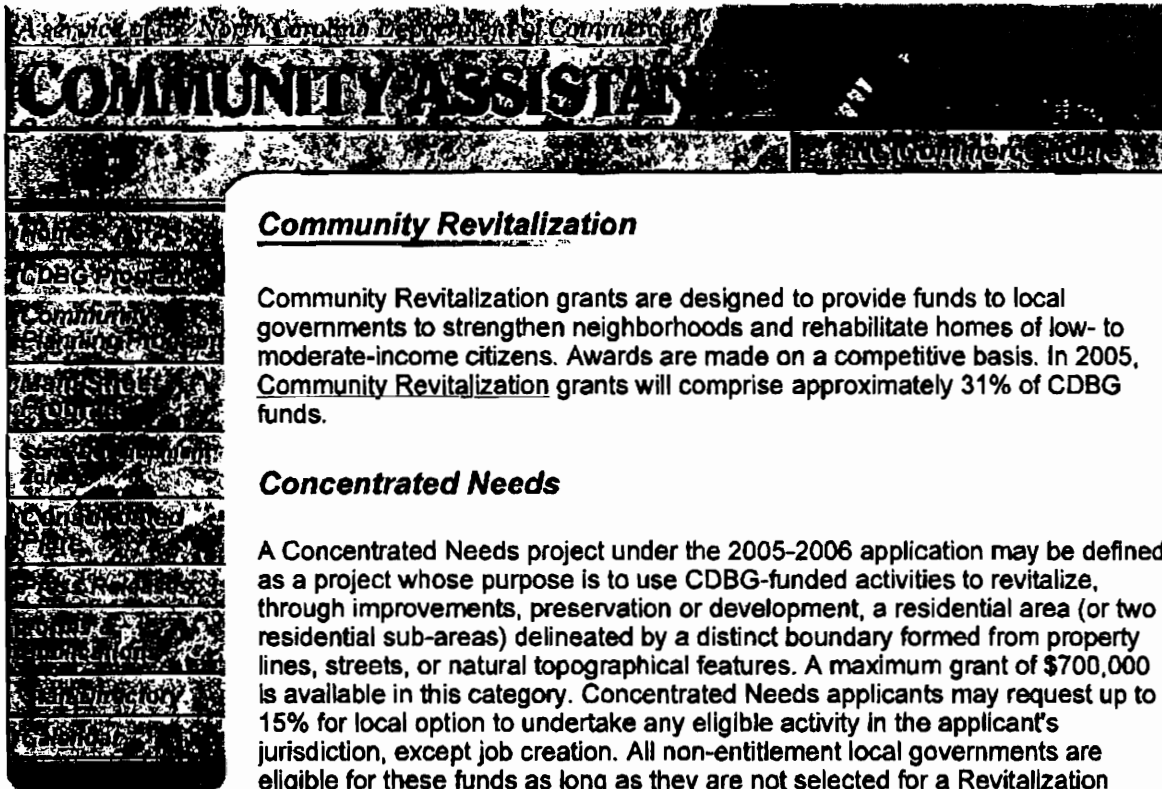
NOW, THEREFORE, IT IS HEREBY RESOLVED that the Mayor and the Town Clerk of the Town of Carrboro are hereby formally authorized to enter into a contract with the Department of Transportation to obtain Federal-Aid highway funds necessary to improve the protective devices at the said grade crossing under Project Z-4007 B, for the Department of Transportation to perform certain work, and the Mayor and Town Clerk of this Municipality are hereby empowered to sign and execute the Agreement with the Department of Transportation.

The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 28th day of March, 2000:

Ayes: Alex Zaffron, Mark Dorosin, Joal Hall Broun, Michael Nelson, Diana McDuffee, Jacquelyn Gist, Allen Spalt

Noes: None

Absent or Excused: None



Community Revitalization

Community Revitalization grants are designed to provide funds to local governments to strengthen neighborhoods and rehabilitate homes of low- to moderate-income citizens. Awards are made on a competitive basis. In 2005, Community Revitalization grants will comprise approximately 31% of CDBG funds.

Concentrated Needs

A Concentrated Needs project under the 2005-2006 application may be defined as a project whose purpose is to use CDBG-funded activities to revitalize, through improvements, preservation or development, a residential area (or two residential sub-areas) delineated by a distinct boundary formed from property lines, streets, or natural topographical features. A maximum grant of \$700,000 is available in this category. Concentrated Needs applicants may request up to 15% for local option to undertake any eligible activity in the applicant's jurisdiction, except job creation. All non-entitlement local governments are eligible for these funds as long as they are not selected for a Revitalization Strategies (RS) grant. Applications run on a two-year cycle with 2005 grants being awarded to the highest ranked applications submitted in the Fall 2004 competitive round, and 2006 grants being awarded to communities that ranked just behind. In 2005, 16 communities were awarded Concentrated Needs grants.

The 2005-2006 application cycle is closed. The Division of Community Assistance received 93 CDBG Concentrated Needs Applications in December, 2004. To view a distribution map of awards, a list of awards by rank and a list of awards by allocation areas, click on the following links:

- [Distribution Map of 2005-2006 Concentrated Needs Awards](#)
- [A list of awards by rank](#)
- [A list of awards by allocation areas](#)
- [Concentrated Needs Application and Guidelines](#)

The following documents are needed to complete the 2005-2006 CN Application:

- The [2005 Special Income Limits](#) document is needed to complete the form, VIII. National Objective Part B-1 Benefit: LMI Levels of Income, on page 93.
- The [Ability-To-Pay \(ATP\)](#) document enables a municipality or county to determine its relative position or ranking among all non-entitlement municipalities or counties as to whether the local government should have resources enabling them to provide local funds for the project. The ATP will not indicate how much money a local government should put in the project. It is only a guide to assist the local government in making a decision about the amount of local funds to commit to the project.

Revitalization Strategies

The RS grant category is designed to aid local governments with long-term, multi-need revitalization efforts in high poverty neighborhoods. This new category provides \$350,000 a year for up to five years (for a total of \$1.75 million) to complete each project. The communities selected for the 2002-2006 funding cycle are Brevard, Whiteville, Caldwell County, Elizabeth City, Madison County, Hamlet, Roanoke Rapids, Wilson, Hyde County and Sanford.

Communities wishing to pursue a RS grant should already begin to develop strategic plans to address the needs of the neighborhoods for which they seek funding.

The RS application is being revised. The 2001 Application is available below for information purposes only. No date has been set for future applications.

2001

- [Grant Award Results \(by Score\) for 2002-2006](#)

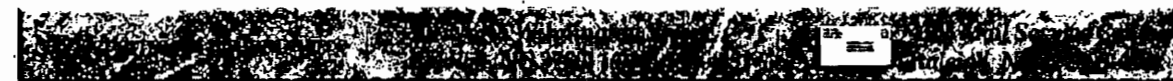
For additional information, please contact:

Concentrated Needs
Vanessa Tunstall, Senior Development Specialist
vtunstall@ncdca.org
or
Liz Wolfe, Section Chief
lwolfe@ncdca.org
919 733-2850

Revitalization Strategies
Aaron Cain
Program Analyst
919 733-2850
acain@ncdca.org

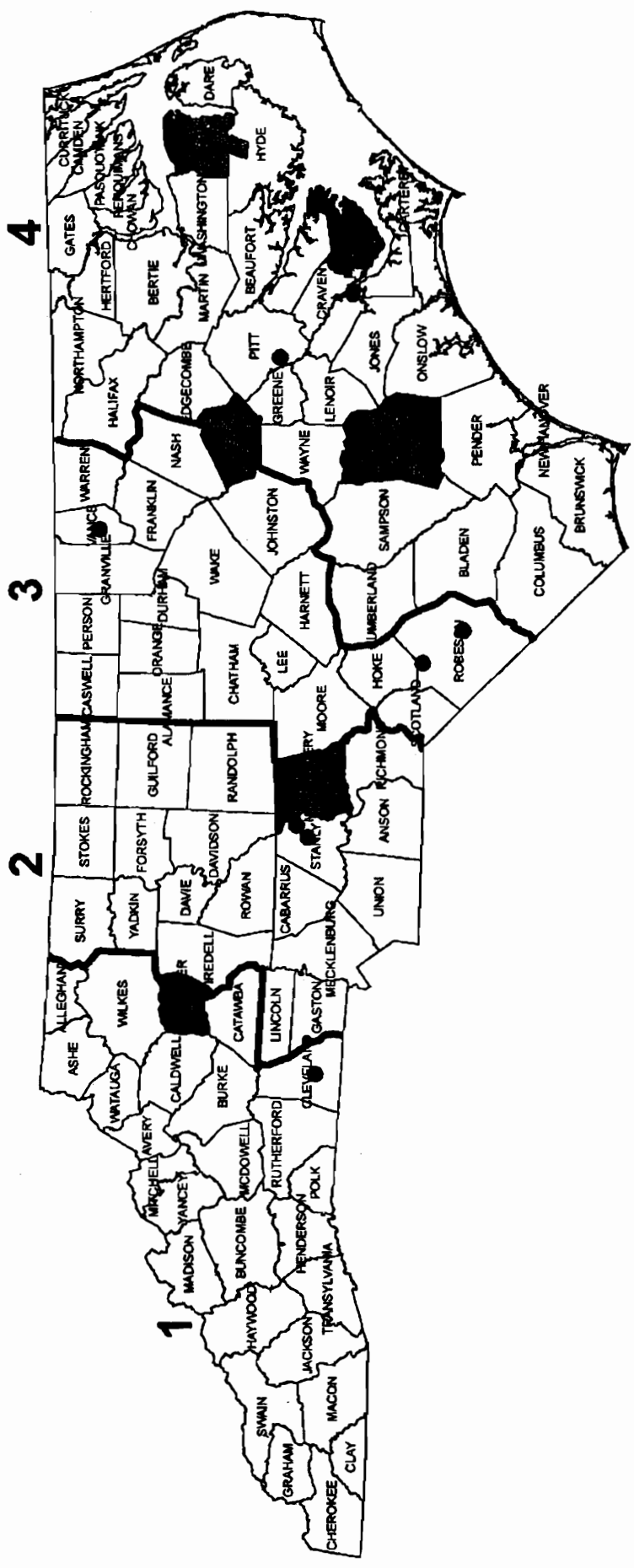
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2005 Concentrated Needs Awards



Concentrated Needs Awards

- 2005 City / Town Award
- 2005 County Award

2005 Concentrated Needs Awards

Allocation Area 1	Allocation Area 2	Allocation Area 3	Allocation Area 4
Alexander County	Albermarle	Henderson	Ayden
Shelby	Badin	Lumberton	Duplin County
Taylorsville	Montgomery County	Red Springs	New Bern
		Wilson County	Pamlico County
			Tyrrell County
			Wallace

Service of the North Carolina Department of Commerce

COMMUNITY ASSISTANCE

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Infrastructure

The purpose of the Infrastructure (IF) category is to improve the quality of life in a residential area (target area project) or in a local government's jurisdiction (area-wide jurisdictional project) by using CDBG funds to eliminate severe water and wastewater (sewer) problems with health and environmental consequences. Activities include the installation of public water or sewer lines, improvements to water or sewer treatment plants that have specific problems such as being under moratoriums or special orders of consent. There are two pools of infrastructure funds available in 2005 with \$2.35 million in each pool. One pool of funds is reserved for 21st Century Communities, a designation given to selected economically distressed counties and their municipalities. The counties selected for funding preference in 2004-2005 are Mitchell, Caswell, Northampton-Hertford, Washington and Hoke. The maximum grant in 2005 is \$750,000.

Applications for the 2005 21st Century Communities Pool will be accepted in an open window cycle until allocated funds are depleted or until December 31, 2005. The window for the 2005 Regular Pool of funds has closed.

Hook-Up Program

The Infrastructure Hook-Up Program is designed to enable eligible local governments with existing public water and/or sewer line(s) to connect or "hook-up" low and moderate-income (LMI) households to non-CDBG funded line(s). CDBG funds may only be used to connect LMI owner-occupied dwellings and LMI tenant-occupied dwellings provided the landlord is also LMI. The maximum grant amount is \$75,000.

CDBG funds may be used to pay for the following eligible activities in the Infrastructure Hook-Up Program, 1) tap-on or assessment fee to connect to the line, 2) service connection for the private property, 3) use of special equipment such as grinder pumps or vacuum pits to transport residential wastewater to the existing sewer lines, 4) cost to remove septic tanks or cap wells, as required by the health department, 5) repairs to a LMI household's leaking water pipes provided that it is documented that the leaking pipes are a result of connecting to the public water line.

Applications for 2005 were accepted in an open window cycle until allocated funds were depleted. The window for 2005 applications has closed. A local government interested in applying for the Infrastructure Hook-Up Program must call, to see if funds are available and, if they are, to request to be put on the "Prospective Applicant List". If funds are available, the requested amount will be reserved for the potential applicant. A potential applicant will have **90 days from the date of the request** to submit the application; otherwise, the reservation will be rescinded and will become available to another potential applicant.

- [2005 Infrastructure Application Guidelines](#)
- [2005 Infrastructure Hook-Up Application Guidelines](#)

For additional information, please contact:

Vanessa Tunstall
Senior Development Specialist
919 733-2850
vtunstall@ncdca.org

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[NC Development Zones](#) | [Consolidated Plan](#) | [Press Releases](#)



Roy M. Williford

From: Todd Spencer [TSpencer@owasa.org]
Sent: Monday, April 03, 2006 12:24 PM
To: Roy M. Williford
Subject: Hargraves Street Sewering Option

Roy,

Thank you for your letter of March 31, 2006. The four lots you indicated do not have sewer mains *generally available* for connection. That is, under current OWASA policy, the lots are not adjacent to or abutting a public sewer main. According to our Customer Services Department, Lots 7.92.J.4, 7.92.J.2, and 7.92.J.1 are 'water-only' customers and lot 7.92.J.5 is a 'water and sewer' customer. Based on topography, it may be that this particular lot is pumping to an existing manhole nearby although this is not known for sure. However, our records do indicate as a current sewer customer.

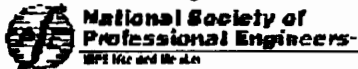
In order to provide for a gravity service connection to the lots in question, one such extension that could be made would be from an existing manhole at the end of Knolls Street (see attached map). Of course, in order to determine the feasibility of doing this, a licensed Professional Engineer would need to evaluate this option given the topography, amount of rock, site constraints, potential easements, and any other unknowns and variables that would need to be considered.

If this option is viable, an 8-inch sewer main with manholes could then be constructed approximately some 730 feet to serve the lots in question. Generally, costs can range from \$125 to \$150 per foot or more depending upon construction issues as I cited above. Of note, these costs do not include the cost for private plumbing piping from the household to the sewer main nor does it include the OWASA tap-on or availability fees.

I have not included engineering costs or potential easement acquisition costs either as these can be highly variable.

I hope this information is useful to you. Thanks,

Todd Spencer, P.E.
 Engineering Manager - System Development
 Orange Water and Sewer Authority
 400 Jones Ferry Road, P.O. Box 366
 Carrboro, N.C. 27510
 919-537-4244
 919-968-4464 (fax)
 email to : TSpencer@owasa.org
www.owasa.org



5/1/2006

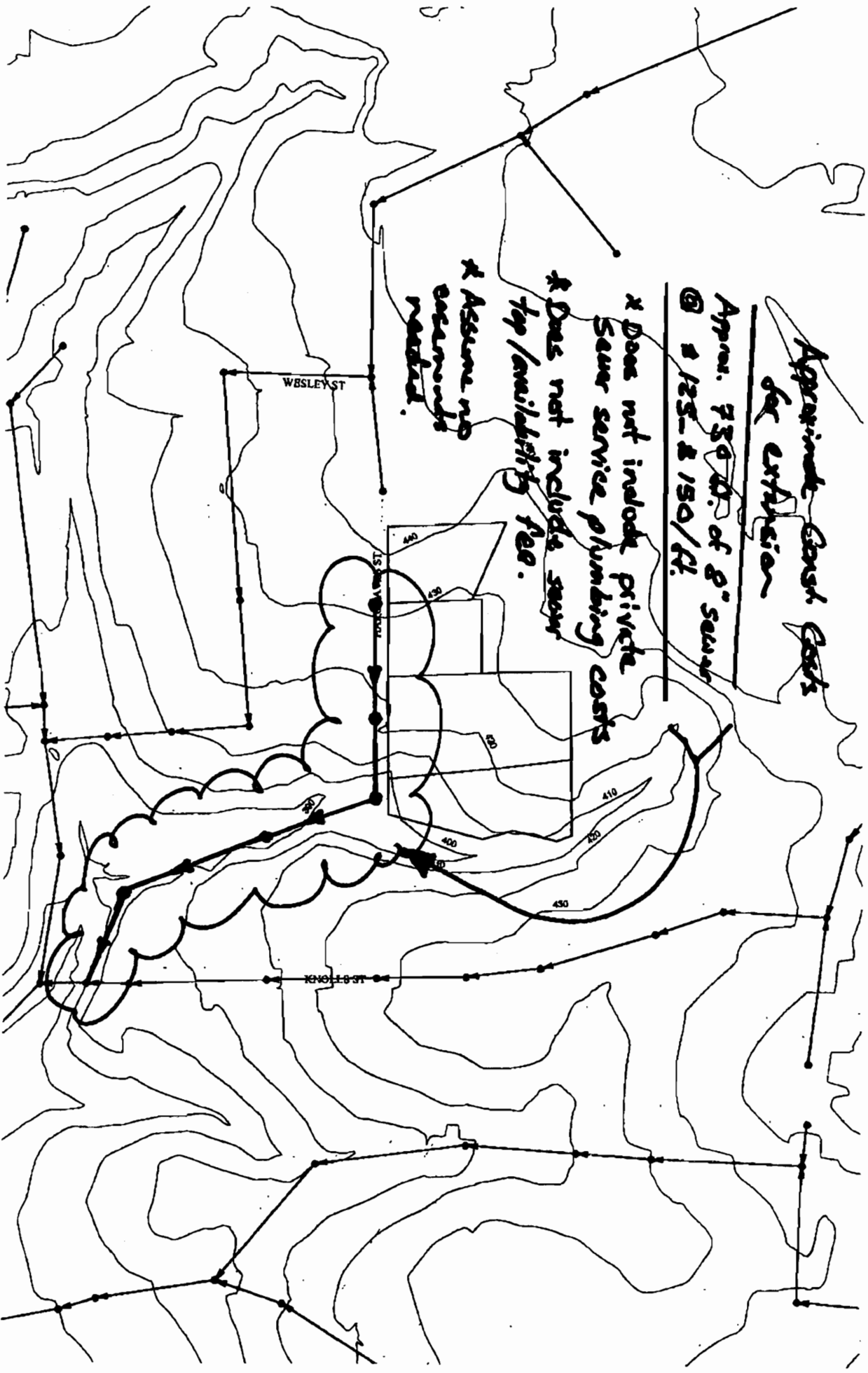
Approximate Const. Costs
for extension

Approx. 750 ft. of 8" sewer
@ \$125- & 150/ft.

* Does not include private
sewer service plumbing costs

* Does not include sewer
tap/availability fee.

* Assume no
excavations
needed.

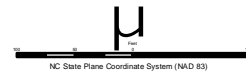
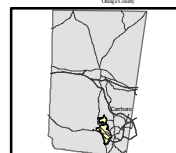




TOWN OF CARBORO
300 W. Main St.
Carboro, NC 27510
Ray Webb, 919-772-1121, Jan 27, 2016

Hargraves Street Sewer Option

- | | | | |
|--|-----------------------|--|------------------|
| | Streets | | Water Bodies |
| | Carboro City Limits | | ETJ-Properties |
| | Planning Jurisdiction | | Transition Areas |
| | New 8 inch sewer line | | parcels83 |
| | | | manhole83, 0800 |



THIS MAP IS NOT A CERTIFIED SURVEY, AND NO RELIANCE MAY BE PLACED IN ITS ACCURACY. The Town of Carboro assumes no liability for damages caused by inaccuracies in this map or supporting data and makes no warranty, expressed or implied, as to the accuracy of the information presented. The fact of distribution does not constitute such a warranty.

<p>ORANGE WATER AND SEWER AUTHORITY</p> <p>POLICY MANUAL</p>	<p>SECTION NUMBER</p> <p><u>VIII-2(2)</u></p>	<p>EFFECTIVE DATE:</p> <p>ISSUED: <u>3/12/98</u></p> <p>REVISED: <u>5/27/99</u></p> <p>REVISED: _____</p>
<p>SUBJECT: POLICIES: RATES, FEES, CHARGES, COLLECTION</p> <p>ASSESSMENTS: RESOLUTION ADOPTING ASSESSMENT POLICY APPLICABLE TO WATER AND SEWER EXTENSIONS TO EXISTING UNSERVED NEIGHBORHOODS</p>		<p>PAGE 1 OF 1</p>
<p>Policy Statement on Assessment Projects for Extension of Water and Sewer Mains adopted on September 8, 1994 was rescinded by the Board of Directors on May 27, 1999 and is replaced by Resolution Adopting Assessment Policy Applicable to Water and Sewer Extensions to Existing Unserved Neighborhoods adopted on May 27, 1999.</p> <p>On March 12, 1998, the Board of Directors made a motion to approve the Discussion Paper on CWASA's Assessment Policy Applicable to Water and Sewer Service Extensions to Existing Unserved Neighborhoods.</p> <p>The purpose of the Assessment Policy Applicable to Water and Sewer Extensions to Existing Unserved Neighborhoods is to set forth the principles and guidelines for the extension of and the allocation of cost for the water and/or sewer mains of Orange Water and Sewer Authority when such facilities are extended through the assessment process.</p>		
<p>Reference: G.S. 153A, Article 9: Special Assessments</p>		

RESOLUTION ADOPTING ASSESSMENT POLICY APPLICABLE TO
WATER AND SEWER EXTENSIONS TO EXISTING UNSERVED NEIGHBORHOODS

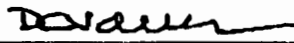
WHEREAS, the elected bodies of the Towns of Carrboro and Chapel Hill and Orange County have requested that OWASA review its assessment policies in order to assure that the manner in which the costs of water and sewer extension projects are calculated and assessed is fair and meets the requirements of the statutes and OWASA's obligations under the Sale and Purchase Agreements, and, in particular, that it does not impair the orderly availability or unduly discourage otherwise necessary connections to these vital public services; and

WHEREAS, the Board of Directors of OWASA has considered the opinions, requests and proposals made by citizens in recent public meetings about the costs of gaining access to these public services; it has reviewed the work of its staff, and has considered the suggestions of the elected bodies of the Towns and County, and the advice given on behalf of the University of North Carolina at Chapel Hill in this regard, and it has determined that the attached policy is necessary and appropriate to assure the availability and orderly provision of public water and sewer service to the Carrboro, Chapel Hill, and Orange County citizens within its service area, and that it is necessary and will result in the protection of the environment and public water supply, and that it will primarily benefit persons who are able to connect to these services as well as their neighbors and the public at large;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Orange Water and Sewer Authority Board of Directors adopts the attached policy entitled, *"Assessment Policy Applicable To Water And Sewer Extensions To Existing Unserved Neighborhoods"*.
2. That the policy shall become effective upon adoption.
3. That the Executive Director is directed to implement and interpret the *Assessment Policy Applicable To Water And Sewer Extensions To Existing Unserved Neighborhoods*.

Adopted this 27th day of May, 1999



Dan C. VanderMeer, Chair

ATTEST:


Joai Gilgor
Clerk to the Board

ORANGE WATER AND SEWER AUTHORITY

ASSESSMENT POLICY APPLICABLE TO WATER AND SEWER EXTENSIONS TO EXISTING UNSERVED NEIGHBORHOODS

PURPOSE: The purpose of this policy is to set forth the principles and guidelines for the extension of and the allocation of cost for the water and/or sewer mains of the Orange Water and Sewer Authority (OWASA) when such facilities are extended through the assessment process.

BACKGROUND: An integral part of the operation of OWASA is the orderly extension of water and/or sewer service from its existing facilities or the construction of new facilities. This extension of service may consist of the construction of new collectors, interceptors, mains, pump stations and other appurtenances necessary to serve a group of properties whose owners have petitioned OWASA for service and have agreed to assume the cost of the water and/or sewer extension or to serve properties without a petition from property owners that OWASA has determined are benefited by the extensions. The North Carolina General Statutes and the Sale and Purchase Agreements with Town of Chapel Hill, Town of Carrboro and The University of North Carolina at Chapel Hill enable OWASA to make such extensions and assess benefited properties the costs associated with the extensions.

POLICY: OWASA, at the discretion of the Board of Directors, may arrange for the installation of water and/or sewer mains to serve existing developed areas and assess the cost of the improvements to the benefited properties in accordance with the North Carolina General Statutes. Extension to new development will not be financed through the assessment process. If undeveloped land within an assessment area benefits from an assessment project then such land will be assessed for the improvements. Undeveloped land through or along construction of off-site line extensions may also be assessed.

Assessment projects must have prior approval of the OWASA Board of Directors and may be initiated by petition of residential property owners, County or State public health agencies, by a County or municipality, or by OWASA at its discretion. OWASA's decision to undertake an assessment project shall not be subject to prior endorsement from a majority of the property owners benefiting from said project. In determining whether or not to proceed with an assessment project, OWASA will consider the needs of all property owners who are impacted by such project. Multiple assessment project requests will be prioritized for construction by OWASA.

Extension of service shall be made in a manner to appropriately serve individual properties and to allow for the future orderly development of the water and/or sewer system to serve other properties.

Water and/or sewer main extensions and appurtenant facilities installed by OWASA through the assessment process shall be financed by the owners of the benefited properties through (1) special assessments made in accordance with the provisions of the North Carolina statutes and laws; (2) prior funding of the improvements; and/or (3) other financial arrangements satisfactory to OWASA.

The cost of the assessment project, as determined by OWASA, shall be specially assessed against each of the lots or parcels determined by OWASA as benefiting from the project and set out in a Final Assessment Roll. Such allocation of cost shall be in accordance with the provisions of North

Assessment Policy Applicable to Water and Sewer
Extensions to Existing Unserved Neighborhoods
May 27, 1999
Page 2

Carolina General Statutes 153A, Article 9, Special Assessments.

Costs recovered through assessments shall not include the engineering design and construction observation expenses in an amount up to 15% of total expenditures for a given project. Costs recovered through assessments shall not include the legal expenses in an amount up to 5% of total expenditures for a given project. Any such engineering design and observation costs in excess of 15% and/or legal costs in excess of 5% will be included in the summation of costs to be assessed.

Costs recovered through assessments shall not include off-site costs, including any easement acquisitions of intervening improvements required to connect assessment projects situated within the incorporated limits of Chapel Hill and Carrboro when the OWASA Board of Directors determines that (a) the off site improvements are assessed to intervening benefited properties; or, the cost of the off site improvements are reasonably anticipated to be recovered within the next 10 year period through fees from service connections or extensions to the proximate intervening properties; and (b) the costs of the off-site improvements that are not assessed are in reasonable relationship to the costs of the assessment project and funding is available in the approved Capital Improvements Budget for such off-site cost, or funds are reliably available from other sources such as grants, subsidies or contributions in aid of construction from private or public parties.

The exclusion of off-site costs for assessment projects situated outside of incorporated areas but within the Urban Service Areas of Chapel Hill and Carrboro shall be determined by the OWASA Board of Directors for each such project.

Exclusion of off-site costs shall not apply to assessment projects situated outside the Urban Service Area of Chapel Hill and Carrboro.

Off-site mains shall be defined as those sections of mains installed outside of the benefited project area which do not provide service directly to individual lots within the benefited area and are of a size so as to provide service to areas other than that defined by the assessment project resolution.

Upon completion of the project, property owners will be notified and a Final Assessment Roll adopted. Liens against the property will be recorded as security for the amount of the assessment.

Assessments may be paid without interest at any time before the expiration of thirty (30) days from the date that notice of confirmation of the Final Assessment Roll is published. If the assessments are not paid within this time, all installments shall bear interest at a rate set by the OWASA Board of Directors in the assessment proceedings until paid. In the event one or more payments of the assessment against a parcel of property are not made in accordance with the terms for such payment, OWASA will take action under the lien to collect the money due.

For assessment projects, the property owner connecting within sixty (60) days of the confirmation

Assessment Policy Applicable to Water and Sewer
Extensions to Existing Unserved Neighborhoods
May 27, 1999
Page 3

of the Final Assessment Roll may enter into a contract with OWASA to pay service availability fees for connections to lines extended by an assessment project, but not service connection fees, under established terms and conditions by monthly installments over the same time period and at the same interest rate as established for the assessment project costs. The installment payment of service availability fees shall become a part of the monthly billing for service, and nonpayment shall be subject to the same policies and penalties that apply to delinquency in the payment of monthly charges for water and sewer services provided by OWASA. The unpaid balance shall be secured by a lien against the benefited property and personal security to satisfy any outstanding balance upon sale of the property. The payment of the unpaid balance shall become due upon transfer of the property.

For assessment projects, the residential property owners connecting within ninety (90) days of notice from OWASA that the construction has been completed and service is available for active service connections, the service availability fees applicable to the property will be reduced by 25%, not to exceed \$500 per benefited property.

If an assessed lot is subdivided at any time after adoption of the Final Assessment Roll, the newly created lots shall be required to pay all applicable availability fees in accordance with the Schedule of Rates and Fees in effect at the time, prior to establishing a service connection to the system(s) owned by OWASA.

REFERENCES:

- OWASA Schedule of Rates and Fees
- OWASA Water and Sewer Extension Policies

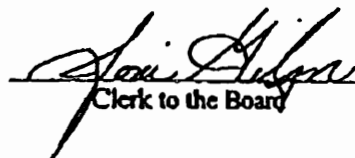
Reviewed by General Counsel

6-3-99
Date


General Counsel

Adopted by the Board:

5/27/99
Date


Clerk to the Board



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DATE: May 4, 2006
TO: Steven Stewart, Town Manager
FROM: Dale McKeel, Transportation Planner
RE: Criteria for Sidewalk Projects

At its meeting on April 25, the Board of Aldermen requested that Town staff bring back for review the prioritization criteria used for the Phase 1 sidewalk bond projects.

In 2003 there was considerable discussion of the criteria by both the Transportation Advisory Board and the Board of Aldermen. At its meeting on August 26, 2003, the Board of Aldermen reviewed four different priority matrices proposed by the TAB and chose Priority Matrix # 4, which used the following criteria:

- Speed limit
- Existing sidewalk facilities
- Proximity to Schools
- Proximity to Pedestrian Generators
- Main Route

In selecting Matrix # 4, the Board of Aldermen chose not to use three criteria that had been developed by the TAB: Right-of-Way, Construction Feasibility, and Project Length. The Board chose not to use these criteria so that the prioritization would focus more on the need for a sidewalk rather than the ease of building a sidewalk in a particular location.

In addition to the priority matrices, the Board of Aldermen also considered a great deal of other information prior to selecting the Phase 1 bond projects in January 2004. This information included citizen comments, pedestrian crash data, and recommendations from the Police and other Town departments. The Board also chose not to fund sidewalk projects on several arterial streets where there is already a sidewalk on one side of the street.

Four items are attached:

- Excerpt from Minutes of August 26, 2003
- Memo from the TAB Chair
- Priority Matrix # 4
- Criteria Ranking Factors

Please let me know if you have questions or need additional information.

Excerpt from Minutes of August 26, 2003

**CONTINUED DISCUSSION OF SIDEWALK
IMPROVEMENT PRIORITIZATION**

The Transportation Advisory Board (TAB), working as a Sidewalk Task Force, is developing a method of prioritizing new sidewalk locations in Carrboro. On August 19, the Board of Aldermen reviewed the information developed by the TAB and suggested additional items for review. At its meeting on August 21, the TAB discussed the recommendations from the August 19 Board of Aldermen meeting. The Administration recommended that the Board of Aldermen adopt a resolution receiving the report and make a decision on the prioritization method to be used for new sidewalks.

Chris van Hasselt, Chair of the Transportation Advisory Board, explained the TAB's response to the Board's requests from the August 19th Board meeting. He also stated that the TAB was recommending Matrix #4 for sidewalk prioritization.

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman John Herrera.

**A RESOLUTION RECEIVING THE REPORT ON
SIDEWALK IMPROVEMENT PRIORITIZATION**

Resolution No. 12/2003-04

WHEREAS, the Carrboro Board of Aldermen seeks ample opportunities to review policy and plans.

WHEREAS, the Carrboro Board of Aldermen has considered the needs for capital improvements for sidewalks and greenway trails in the Town and has scheduled a September 2 public hearing on general obligation bond financing to address these needs.

WHEREAS, the Transportation Advisory Board (TAB), working as a Sidewalk Task Force, has developed methods of prioritizing new sidewalk locations in Carrboro.

WHEREAS, the sidewalk priority lists developed by the TAB are preliminary and subject to change. There will be many other factors that will be considered before definitive decisions are made about which sidewalks to build and when. Some of those factors will be engineering, costs, topography, etc.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen have reviewed the report on sidewalk improvement prioritization.

BE IT FURTHER RESOLVED by the Carrboro Board of Aldermen that the Aldermen select Matrix #4 to determine the prioritization method to be used for new sidewalk locations.

The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 26th day of August, 2003:

Ayes: Joal Hall Broun, Jacquelyn Gist, John Herrera, Diana McDuffee, Michael Nelson, Alex Zaffron

Noes: None

Absent or Excused: Mark Dorosin

MEMORANDUM

DATE: 8/24/03
TO: CARRBORO BOARD OF ALDERMAN
FROM: CHRIS VAN HASSELT, TAB CHAIR
RE: CONCERNING SIDEWALK IMPROVEMENT MATRIX

At the Transportation Advisory Board's August 21st meeting, Dale McKeel informed our membership of the questions raised by the Board of Alderman concerning the TAB's sidewalk improvement prioritization matrix. I hope to address some of those questions in this memo.

1. It was suggested by Alderman McDuffee that the length of the street not be used as a priority factor, as this is really a measure of cost, and cost should not be considered at this stage of the process. The TAB agrees with Alderman McDuffee, and has requested that staff provide an updated matrix with this factor removed.
2. Alderman Gist suggested that more weight be given to safety issues. Specifically, she asked that we review incident reports involving pedestrians from the police department. The TAB has requested these from the police department for review. We did not request these initially because typically, we expect few pedestrian problems to be noted, and secondly, it is highly likely that the cause of a pedestrian incident involves other factors that can't be addressed through engineering. Drunk driving, inexperienced drivers, or secondary injuries to a motor vehicle incident (two cars collide, and one veers off and hits a pedestrian) could be a cause of a pedestrian incident. These issues won't be addressed by sidewalk improvements.
3. Alderman Zaffron asked that the TAB define the criteria used to determine need. The TAB's principal goal in developing this matrix is to build a sidewalk infrastructure that promotes pedestrian activity. We therefore considered nearness to a traffic generator, such as a park, shopping center, or other public amenity to be a factor determining need. We also included nearness to a school as a second and separate determinant of need, as we want to encourage children, in particular, to walk to school if they are able.
4. Alderman Broun asked that the TAB consider streets with curves to when considering priorities. We have been informed by staff that coming up with an automated way of determining road curvature using the GIS system would be difficult. Without that relatively neutral determination of curvature, we note a number of streets with curves or poor sight-lines that citizens have complained about, such as North Greensboro between Oak and Cheek, Hanna Street, Barrington Hills Rd., James St., and Bolin Creek Dr. In prioritizing streets with poor sight lines, advice from town engineers, the police, and Chapel Hill Transit staff should be solicited, as well as considering information from the public at large.

8/24/03

MEMO: CONCERNING SIDEWALK IMPROVEMENT MATRIX

5. Alderman Herrera requested that the TAB consider streets near transit lines for priority consideration. We did not consider this as a weighting factor because, as has been reported by David Bonk, except for the farthest outlying areas of Carrboro (on Smith Level and near Calvander) almost all of Carrboro residences are within one-quarter mile of transit service. In fact, this is a principal goal of Chapel Hill transit. There are, however, streets that we have prioritized for other reasons that are on transit lines. We agree with Alderman Herrera that the addition of sidewalks on these streets would also be of benefit to transit riders.

The TAB devised the prioritization matrix as a tool to provide a more objective measure of sidewalk need. We recognize, however, that as you make decisions about real world priorities, subjective factors come into play, as well as the practical consideration of cost. We view the priority matrix as a tool to guide you, and not a final determinant of sidewalk need.

Carboro Sidewalk Priority Matrix # 4
Excluding "Right-of-Way," "Ease to Build," and "Project Length" Criteria

Note: This list is preliminary and subject to change.

Number	Location	Project Limits	Speed Limit	Existing Facilities	Proximity to Schools	Proximity to Pedestrian Generator	Main Route	Score	Town's Share of Cost	Running Total of Cost
1	Estes	N Greensboro-Town Line	5	5	5	5	5	25	264,000	264,000
2	Old Fayetteville	McDougle M.S.-NC 54	5	5	5	5	5	25	25,643	289,643
3	James	Main-Hillsborough	3	5	5	5	5	23	188,265	477,908
4	Main	Hillsborough-NC54	5	3	5	5	5	23	139,750	617,658
5	Oak Ave	Weaver-Greensboro	3	5	5	5	5	23	116,105	733,763
6	Carol	Old Fayetteville-Lorraine	3	5	5	5	3	21	173,635	907,398
7	Hillsborough	Main-Simpson	5	3	5	3	5	21	121,875	1,029,273
8	Jones Ferry	Main-Alabama	5	3	3	5	5	21	97,500	1,126,773
9	Lindsay	Shelton-Weaver	3	5	5	5	3	21	56,155	1,182,928
10	Main	Fidelity-Poplar	5	3	5	3	5	21	12,350	1,195,278
11	Oak St	Hillsborough-Greensboro	3	5	5	5	3	21	94,985	1,290,263
12	Pine	Greensboro-Hillsborough	3	5	5	5	3	21	92,675	1,382,938
13	Quail Roost	Lisa-Hillsborough	3	5	5	5	3	21	71,500	1,454,438
14	Rainbow	Lisa-Hillsborough	3	5	5	5	3	21	147,070	1,601,508
15	Williams	N Greensboro-park	3	5	5	5	3	21	13,200	1,614,708
16	Smith Level	Morgan Creek-Rock Haven	5	5	5	0	5	20	66,300	1,681,008
17	Ashe	Main-Shelton	3	5	5	3	3	19	41,250	1,722,258
18	Blm	Fidelity-Jones Ferry	3	5	5	3	3	19	63,360	1,785,618
19	Cheek	Hillsborough-Greensboro	3	5	5	5	3	19	81,675	1,867,293
20	Elm	Shelton-Weaver	3	5	5	3	3	19	56,375	1,923,668
21	Fowler	Lloyd-Broad	3	5	3	5	3	19	9,750	1,933,418
22	Greensboro	Short-Hillsborough	1	3	5	5	5	19	204,750	2,138,168
23	Hanna	Greensboro-end	3	5	3	5	3	19	91,238	2,229,406
24	Lisa	Quail Roost-Carol	3	5	5	3	3	19	84,040	2,313,446
25	Lloyd	Hosiery-Fowler	3	5	3	5	3	19	5,850	2,319,296
26	NC 54	Main-Old Fayetteville	5	5	1	5	3	19	92,675	2,411,971
27	Pleasant	Greensboro-Crest	3	5	3	5	3	19	39,845	2,451,816
28	Poplar	Greensboro-Main	3	3	5	5	3	19	107,855	2,559,671
29	Stowd	Old Fayetteville-park	3	5	5	5	1	19	49,500	2,609,171
30	Culbreth	Smith Level-Town Line	5	5	3	0	5	18	32,500	2,641,671
31	Jones Ferry	Old Fay-Willow Ck Office Bldg	5	3	0	5	5	18	13,000	2,654,671
32	Barrington Hills	Hillsborough-Autumn	3	5	5	1	3	17	102,816	2,757,487
33	Blueridge	Hillsborough-Spring Valley	3	5	1	5	3	17	82,160	2,839,647
34	Bolin Forest	Greensboro-Bolin Creek	3	5	3	3	3	17	87,010	2,926,657
35	Carr	Greensboro-Maple	3	5	1	5	3	17	16,500	2,943,157
36	Carr	Greensboro-end	3	5	3	5	1	17	36,135	2,979,292

H-6

Carboro Sidewalk Priority Matrix # 4
Excluding "Right-of-Way," "Ease to Build," and "Project Length" Criteria

Note: This list is preliminary and subject to change.

Number	Location	Project Limits	Speed Limit	Existing Facilities	Proximity to Schools	Proximity to Pedestrian Generator	Main Route	Score	Town's Share of Cost	Running Total of Cost
37	Center	Short-Weaver	3	5	3	5	1	17	16,500	2,995,792
38	Dave	Fidelity-Main	3	5	3	3	3	17	46,915	3,042,707
39	Gary	Poplar-Keith	3	5	1	5	3	17	42,640	3,085,347
40	Greensboro	Carr-Roberson	1	3	3	5	5	17	6,500	3,091,847
41	High	Main-Hillsborough	3	5	3	3	3	17	68,035	3,159,882
42	Hill	Lloyd-Broad	3	5	3	5	1	17	9,425	3,169,307
43	Laurel	Jones Ferry-end	3	5	3	3	3	17	61,930	3,231,237
44	Laurel	Town Parking Lot-Jones Ferry	3	5	3	3	3	17	6,500	3,237,737
45	Lorraine	Hillsborough-James	3	5	1	5	3	17	106,150	3,343,887
46	Maple	Carr-end	3	5	1	5	3	17	46,750	3,390,637
47	Milton	Cheek-Greensboro	3	5	3	3	3	17	47,135	3,437,772
48	Morningside	Greensboro-Blueridge	3	5	1	5	3	17	59,735	3,497,507
49	Oleander	NC 54-Gary	3	5	1	5	3	17	41,048	3,538,554
50	Roberson	Greensboro-Sweet Bay	1	5	3	5	3	17	40,300	3,578,854
51	Shelton	Oak-Carboro Elem.	3	3	5	3	3	17	74,250	3,653,104
52	Short	Center-Greensboro	3	5	3	5	1	17	10,205	3,663,309
53	Simpson	Main-Hillsborough	3	5	1	5	3	17	123,420	3,786,729
54	Autumn	Barrington-Horne Hollow	3	5	3	1	3	15	46,110	3,832,839
55	Bolin Creek	Wild Oak-end	3	5	1	3	3	15	138,785	3,969,624
56	Dave	Jones Ferry-Colson	3	5	1	3	3	15	97,900	4,067,524
57	Eugene	Wesley-end	3	5	1	5	1	15	55,832	4,123,356
58	Maple	Carr-Roberson	3	5	1	5	1	15	11,000	4,134,356
59	Phipps	Lorraine-Simpson	3	5	1	3	3	15	44,715	4,179,071
60	Spring Valley	Morningside-Pathway	3	5	1	3	3	15	50,928	4,229,999
61	Merritt Mill	Cameron-Brewer	1	3	0	5	5	14	55,000	4,284,999
62	Barnes	Jones Ferry-King	3	5	1	1	3	13	43,875	4,328,874
63	Bel Arbor Path	Bel Arbor-Simpson	3	5	5	1	3	13	90,015	4,418,889
64	King	Allen-Barnes	3	5	3	1	1	13	21,093	4,439,981
65	Prince	King-end	3	5	3	1	1	13	16,673	4,456,654
66	Wild Oak	Bolin Creek-pathway	3	5	0	1	3	12	20,680	4,477,334
67	Queen	Barnes-Prince	3	5	1	1	1	11	17,765	4,495,099

H-7

Sidewalk Priority Matrix Ranking Factors

Revised by Transportation Advisory Board - 8/21/03

Factor	Ranking	Score
Safety:		
Speed Limit	35 or more mph	5
	25 - 30 mph	3
	20 or less mph	1
Existing Facility	Walk in Road	5
	Walk on Striped Shoulder	3
	Existing Sidewalk on One Side of Road	3
Demand:		
Proximity to School	0 - 0.20 Miles	5
	0.21 - 0.40 Miles	3
	0.41 - 0.60 Miles	1
Proximity to Pedestrian Generators (Parks, Retail)	0 - 0.20 Miles	5
	0.21 - 0.40 Miles	3
	0.41 - 0.60 Miles	1
Main Route	Main Route - Typically an Arterial	5
	Secondary Route - Collector / Subcollector	3
	Other	1
Cost:		
Project Length	Less Than 250 ft	5
	250 - 1000 ft	3
	More than 1000ft	1
Construction Feasibility	Few Environmental Impacts, Level Terrain	5
	Some Environmental Impacts	3
	Significant Environmental Impacts	1
Right of Way (ROW)	Adequate ROW Available	5
	Some ROW Concerns	3
	Significant ROW Concerns	1

May 10, 2006

Dear Mayor and Board of Alderman,

I may be out of town for the next board meeting regarding the proposed rezoning and the bike path in Carr Court so I wanted to share some of my thoughts by email.

Rezoning:

Any development adjacent to the Carr Court community will heavily impact our neighborhood. To lessen the impact and to improve our current situation I ask you to consider the following:

The traffic from the neighborhood, the cement plant, the Tae Kwon Do studio & adjacent apartments, and the other 7 commercial businesses are already a strain on Brewer Lane and the 5 point intersection. It is a congested area that needs improvements to handle the current volume of traffic. The improvements should include but not be limited to installation of curbs (or perhaps merely striping) to better define the roadway and better timing of the traffic lights. Cars and trucks often drive down the middle of the road because it is narrow and the gravel from business parking lots obscures the edges. Currently only 2-3 vehicles can get through a light (1 if it's a cement truck).

The issue of another access to the Carr Court neighborhood should be discussed with the residents before any decision is made regarding future development. There is currently mixed opinion among the residents whether access through the Ready Mix property would be an advantage or disadvantage to the neighborhood.

The lack of railroad arms to protect pedestrians and vehicles crossing the tracks when coming in or out of Carr Court should be addressed immediately irregardless of development.

Any new development should be required to provide a buffer between it and the Carr Court neighborhood in the form of green space and/or a park that would be available to the public.

Sewer hook up for any new development should include provisions for servicing the existing properties in Carr Court, including the Gattis property, not currently connected to the sewer system.

Sidewalk (and how it relates to the bike path):

The sidewalk construction on Hargraves Street that we were *repeatedly* told was approved and funded should begin immediately. I was ***extremely disappointed*** to hear our sidewalk had been relegated to the "bottom of the list". Approximately **5 years ago** the Carr Court Neighborhood Association began working on getting a sidewalk. We requested that it run from the railroad tracks to Wesley Street. That part of Hargraves has a blind curve and no shoulder except for a sloping uneven strip of grass. Pedestrians from the neighborhood as well as mothers walking their young children to the Head Start

School are forced to walk in the road, on a blind curve, when walking in or out of the neighborhood. It is a dangerous situation.

For approximately 3-4 years we discussed the problem with various employees of the Town, the Mayor, and some current and former Aldermen. They all agreed the sidewalk was needed. We submitted a petition signed by most of the residents stating the need for the sidewalk and their concern that the existing situation was dangerous. At one point we were told that the sidewalk and the funding for it had been approved. Barbara Brown (a former resident) and I made numerous follow up phone calls to the town to check on the progress. We were always assured it was in the works but were told working with the NC DOT regarding plans and engineering was a slow process. Unfortunately I finally gave up and stopped calling. Barbara moved out of the neighborhood.

Before any bike path is constructed in our neighborhood, the sidewalk must be in place. To add more traffic (bike, foot, or vehicular) to the blind curve without the sidewalk would be extremely irresponsible.

Please note that at no time did residents request a sidewalk on Eugene Street. Our lots and the distance of our homes to the street are not conducive to a sidewalk.

Thank you for your time,

Beth Flora
109 Eugene Street
Carrboro

P.S. I think we failed to publicly thank Dan, Mark, and Randee for attending our neighborhood meetings but we really appreciated their help. Their information and insight was invaluable. THANK YOU



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

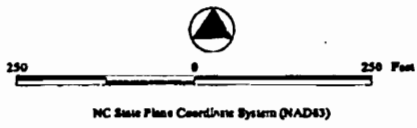
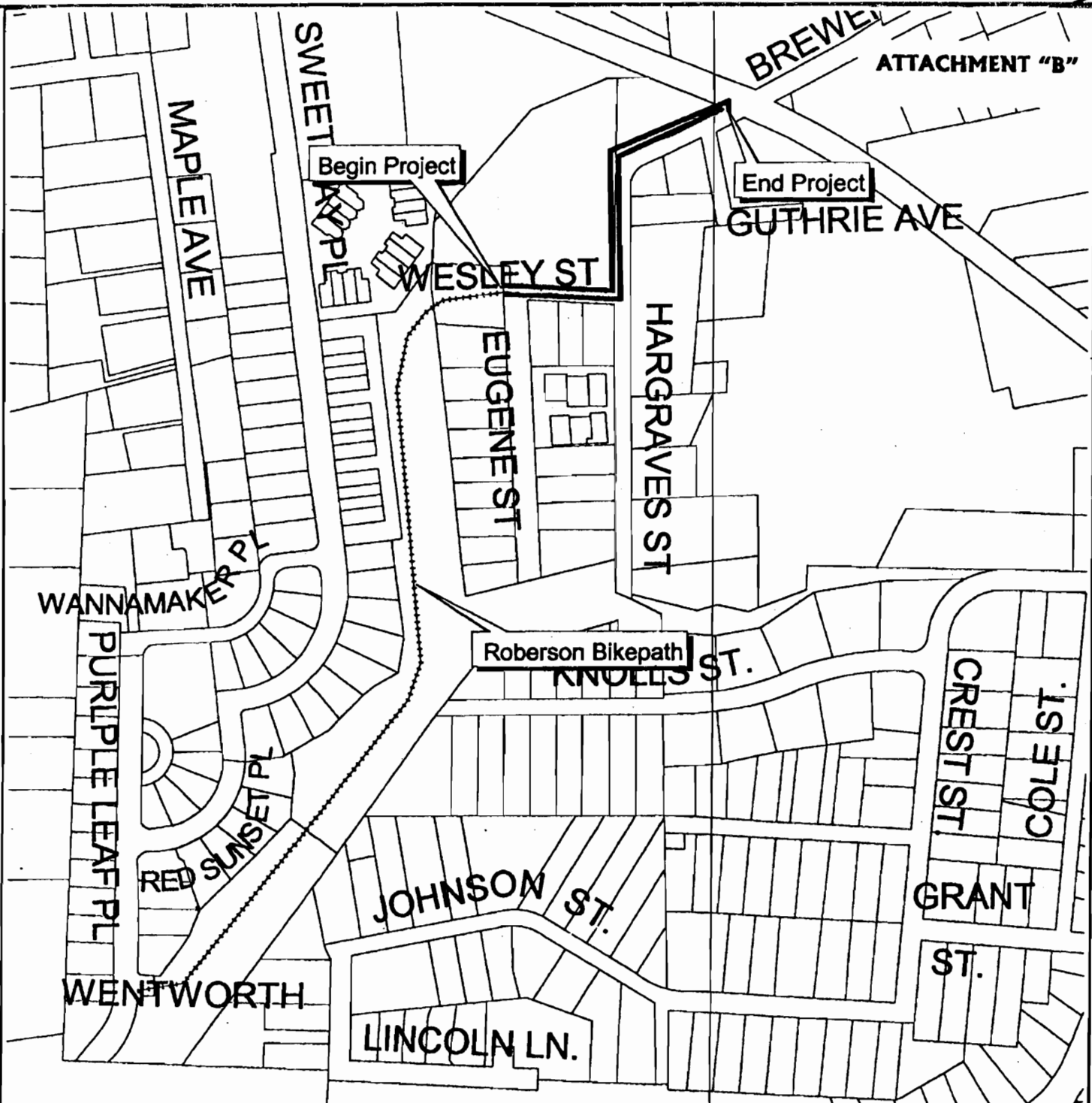
DATE: April 18, 2006
TO: Steven Stewart, Town Manager
FROM: Dale McKeel, Transportation Planner
RE: Sidewalks on Brewer Lane, Hargraves St., Wesley St., and Eugene St.

Below is information regarding sidewalks on Brewer Lane, Hargraves St., Wesley St., and Eugene St:

- Sidewalk on Brewer, Hargraves, and Wesley. The Town has received enhancement funding from NCDOT to construct a sidewalk as shown on the attached map. This sidewalk will connect to the Roberson Bikepath on the west and to an existing Brewer Lane sidewalk on the east (adjacent to the Libba Cotten Bikepath). The design plans have been completed but additional right-of-way and easements are needed and in the process of being acquired. The Town is also coordinating the sidewalk with a railroad crossing signalization project being managed by UNC. After the acquisition of right-of-way and easements, it will take about 10 months to complete the project. Also note that the Town's Sidewalk Master Plan does not show a sidewalk on Hargraves Street south of Wesley Street.
- Sidewalk on Eugene Street. The Town's Sidewalk Master Plan shows a sidewalk on Eugene Street. A sidewalk on Eugene Street was one of 67 locations considered for the first round of sidewalk bond projects. Using the criteria selected by the Board of Aldermen to help prioritize the sidewalk locations, the Eugene Street sidewalk was near the bottom of the list (80 percent of the locations had a higher point total).

Please let me know if you have questions or need additional information.

cc: Roy Williford, Planning Director



Sidewalk Along Brewer Lane, Wesley Street, and Hargraves Street



TOWN OF CARRBORO
301 W. Main St.
Carrboro, NC 27510
31 May 2001
Date McKel, Planning Department
919-7239

Text Street Names
☐ Properties

THIS MAP IS NOT A CERTIFIED SURVEY AND IS FOR REFERENCE ONLY
The requestor must be aware of data conditions and ultimately bear responsibility for the appropriate use of the information with respect to possible errors, original map scale, collection methodology, currency of data, and other conditions specific to the data.

MEMORANDUM

Memorandum to: Mayor and Board of Aldermen

From: Mike Brough

Subject: Amendment to OR-MU ordinance

Date: May 9, 2006

At the Board's last consideration of the OR-MU ordinance amendment, Alderman Coleman requested that an alternative to proposed subsection 15-140.1(c)(3) be drafted. This is the provision that deals with the maximum allowable percentage of residential floor space within a mixed use development. The planning board's version of the provision in question reads as follows:

(3pb) At least one-half but not more than two-thirds of the gross floor area of the mixed use development shall consist of residential uses listed in use classifications 1.100, 1.200, 1.300, or 1.400. However, the residential component of the mixed use development may be increased to three-fourths of the gross floor area of the overall development if 15 percent affordable units are included. Additionally, use classifications 1.510 (hotels and motels) and 1.520 (tourist homes and other temporary residences) shall be included as permissible uses, so long as they comprise no more than one-third of the residential component.

Alderman Coleman's proposal, as I understand it, was that there be a minimum requirement of 50% residential in a mixed use development within the OR-MU district, but that this could be increased up to 70%, so long as half of the additional units provided above the base meet the affordable criteria specified in the density bonus provisions. I thought I could easily draft this, but when I attempted to do so I realized that this cannot be done as suggested.

Here is the problem. Proposed subsection 15-140.1(c)(3) deals with the percentage of floor area that can be devoted to residential uses. Subsection (c)(4) establishes the basis for determining the *number* of residential units that can be developed. But there is no direct relationship between the number of dwelling units and the percentage of floor space devoted to residential uses. To illustrate, one can increase the percentage of residential floor space without changing the number of dwelling units simply by making the units larger. Thus, 100 dwelling units could amount to 100,000 square feet of residential floor space if the dwellings average 1,000 square feet, but the same number of units might also total 150,000 square feet if the dwellings average 1,500 square feet. It is also possible to increase the percentage of residential floor space by decreasing the amount of commercial space while holding the number and size of residential units constant. Accordingly, increasing the percentage of residential floor

space does not necessarily translate into a specific number of additional permissible units. Thus, at least so far as I can determine, there is no way that the suggested proposal can be drafted to make it enforceable.

In contrast, the planning board proposal can be enforced because the number of affordable units and market rate units can be determined using the ordinance's standard formula. Then if the number of affordable units equals 15% or more of the total number of units, the percentage of residential space can be increased to three-fourths of the total floor area of the mixed use development. Again, this percentage can be adjusted either by increasing the size of the residential units or decreasing the amount of commercial space.

This can be confusing, and I could easily have missed something. If so, I would be happy to try again.

MEMORANDUM

Memorandum to: Mayor and Board of Aldermen

From: Mike Brough

Subject: ORMU amendment and meeting with STGL representatives

Date: May 10, 2006

Last week, Mayor Chilton and I met with Steve Simpson and one of the partners in the STGL group (the owner of the large tract adjoining the cement plant) at their request. At the outset of the meeting, they explained their frustration with the situation involving their property, including the time and expense involved to seek a permit for the multi-family project and the proposed rezoning. They also reiterated their belief that the mixed use proposed zoning was not economically viable and that if their property were so rezoned, they would convey it to an unspecified nonprofit organization, which would adversely affect the potential property tax revenue from this property to the extent (they said) of several hundred thousand dollars.

In response, Mayor Chilton explained the Board's policy of seeking to increase the commercial tax base, but suggested that there might be a number of ways that their property could be developed consistently with that policy. The Mayor also emphasized the Board's commitment to affordable housing and stressed that, while there might be some flexibility on the issue of whether the property needed to be served with a public or private road, the only feasible entrance for a significant development would be directly opposite Cameron Street.

The discussion then turned to possible ways in which the Town's concerns might be met while still satisfying their objectives. The possible scenarios generally included the relocation of the Hunt Electric building to another spot on the site, the creation of some additional commercial space, and an entrance road opposite Cameron.

Yesterday I received a call from Steve Simpson, who stated that STGL had engaged an architect to do some sketches of a development that would be consistent with the objectives described above. He wanted me to pass this information on to the Board.

The significance of this is that there may now be a reason for the Board to consider postponing a decision on the OR-MU text and map amendment. It is apparent that the STGL property is the one most affected by the proposed amendment. STGL has indicated that it does not believe that the property can viably be developed consistent with that amendment. Of course, this alone may not be a reason not to adopt the amendment. However, the amendment was drafted to accomplish the objective of ensuring that this area would be developed at least partially for commercial purposes. There is no magic to the specifics of the ordinance, and there may be other ways to achieve the Board's objectives. If the developer's objectives can be met in a way that

also satisfies the Board's concerns, then the ordinance may need to be "tweaked" to make this possible.

ATTACHMENT K

A RESOLUTION ADOPTING A STATEMENT EXPLAINING THE BOARD OF ALDERMEN'S REASONS FOR ADOPTING AN AMENDMENT TO THE TEXT AND MAP OF THE CARRBORO LAND USE ORDINANCE

Resolution No. 135/2005-06

WHEREAS, an amendment to the text and map of the Carrboro Land Use Ordinance has been proposed, which amendment is described or identified as follows: An Ordinance Amending the Carrboro Land Use Ordinance to Establish a New Office-Residential Mixed Use (OR-MU) District, and Rezone Specified Properties from the R-2 District to the New OR-MU District;

NOW THEREFORE, the Board of Aldermen of the Town of Carrboro Resolves:

Section 1. The Board concludes that the above described amendment is consistent with Carrboro Vision2020.

Section 2. The Board concludes that its adoption of the above described amendment is reasonable and in the public interest because it supports Town policies to i) increase the non-residential tax burden by providing opportunities to expand the commercial tax base and ii) to allow and encourage mixed use development.

Section 3. This resolution becomes effective upon adoption.

ATTACHMENT L

A RESOLUTION ADOPTING A STATEMENT EXPLAINING THE BOARD OF ALDERMEN'S REASONS FOR REJECTING AN AMENDMENT TO THE TEXT AND MAP OF THE CARRBORO LAND USE ORDINANCE

Resolution No. 134/2005-06

WHEREAS, an amendment to the text and map of the Carrboro Land Use Ordinance has been proposed, which amendment is described or identified as follows: An Ordinance Amending the Carrboro Land Use Ordinance to Establish a New Office-Residential Mixed Use (OR-MU) District, and Rezone Specified Properties from the R-2 District to the New OR-MU District;

NOW THEREFORE, the Board of Aldermen of the Town of Carrboro Resolves:

Section 1. The Board concludes that the above described amendment is not consistent with Carrboro Vision2020.

Section 2. The Board concludes that its rejection of the above described amendment is reasonable and in the public interest because the uses allowed and the zoning classification of the area is more appropriately R-2.

Section 3. This resolution becomes effective upon adoption.