

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

Draft Resolution No. 75/2011-12

WHEREAS, an amendment to the text of the Carrboro Land Use Ordinance has been proposed, which amendment is described or identified as follows: AN ORDINANCE AMENDING THE CARRBORO ZONING MAP TO REZONE APPROXIMATELY 2.49 ACRES OF LAND KNOWN AT AND NEAR 500 N. GREENSBORO STREET FROM B-1(G)-CZ AND CT TO B-1(G) CZ

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 Vision 2020, Policy 6.11.

Section 2. The Board concludes that its adoption of the above described amendment is reasonable and in the public interest because the Town seeks to accommodate a variety of housing styles, sizes, and pricing. It should also address issues of density, funding, and rezoning to allow for more non-detached housing, mixed-use development, and communal living options.

Section 3. This resolution becomes effective upon adoption.

This the ____ day of _____, 20__.

Ayes:

Noes:

Abstentions:

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

Draft Resolution No. 75/2011-12

WHEREAS, an amendment to the text of the Carrboro Land Use Ordinance has been proposed, which amendment is described or identified as follows: AN ORDINANCE AMENDING THE CARRBORO ZONING MAP TO REZONE APPROXIMATELY 2.49 ACRES OF LAND KNOWN AT AND NEAR 500 N. GREENSBORO STREET FROM B-1(G)-CZ AND CT TO B-1(G) CZ

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 adopted policies.

Section 2. The Board concludes that its rejection of the above described amendment is reasonable and in the public interest because the existing zoning is appropriate.

Section 3. This resolution becomes effective upon adoption.

This the ____ day of _____, 20__.

Ayes:

Noes:

Abstentions:

AN ORDINANCE AMENDING THE CARRBORO ZONING MAP TO REZONE
APPROXIMATELY 2.49 ACRES OF LAND KNOWN AT AND NEAR
500 N. GREENSBORO STREET FROM B-1(G)-CZ AND CT TO B-1(G) CZ

DRAFT 1-18-2012

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

SECTION 1. The Official Zoning Map of the Town of Carrboro is hereby amended as follows:

That properties being described on Orange County Land Records System as:

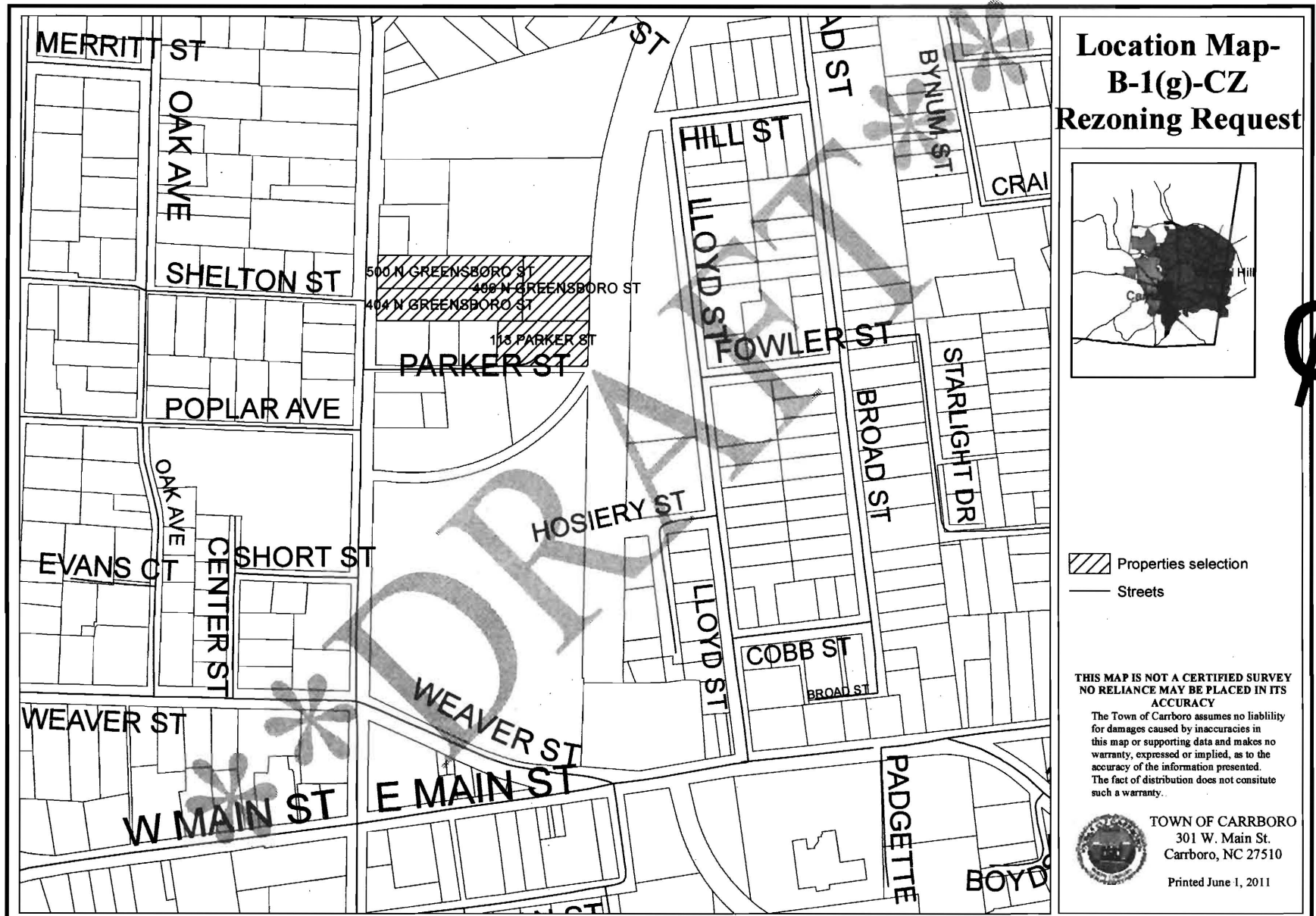
Orange County PIN 9778-87-7556, addressed as 500 N. Greensboro Street, currently zoned B-1(g) CZ (General Business, Conditional), and 9778-87-7448, 9778-97-0512, 9778-87-9369, addressed as, 404 N. Greensboro Street, 406 N. Greensboro Street, and 113 Parker Street, currently zoned CT shown on the attached zoning exhibit are hereby rezoned to B-1(g)-CZ (General Business, Conditional), subject to the following conditions:

1. Driveway access to the parcel shall be aligned with Shelton Street;
2. All structures currently located on the property shall be offered for relocation prior to beginning construction
3. The Concept Plan labeled "Shelton Station, RZ-2" dated 10 January 2012, is approved and incorporated herein in relation to the following features; possible land uses, general location and expected size of building footprints(subject to condition #12), maximum density of 96 residential units. Other features and issues remain to be decided at the time a conditional use permit is requested for development. Those features and issues include, but are not necessarily limited to, traffic improvements at the entrance and property frontage on N. Greensboro Street, compliance with architectural standards for downtown development, and required parking
4. For any residential unit consisting of 3 or more bedrooms, the bathroom count per unit shall be one less than the number of bedrooms.
5. A minimum of 10 percent of the residential units to be permanently affordable at 60 percent and an additional 10 percent to be permanently affordable at 80 percent of the median gross family income, as most recently updated by the United States Department of Housing and Urban Development (or successor agency), for a family of a specific size within the Metropolitan Statistical Area where the Town of Carrboro is located. Housing costs and unit size to reflect the terminology in Section 15-182.4 (b) (1) of the Carrboro Land Use Ordinance. The term of affordability for these units will be 99 years, per a condition to be included on the conditional use permit at the time of its approval.
6. The property will be designed and constructed to meet a Leadership in Energy and Environmental Design (LEED) Silver equivalent standard when evaluated by a LEED accredited professional. The property shall not be required to complete a certification or commissioning process governed by the U.S. Green Building Council (USGBC). The total points necessary to obtain a LEED silver equivalent shall be

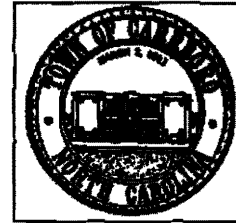
derived from points for the following features: a compact, highly-efficient building envelope and glazing, finishes, insulation, and reflective roofing materials that reduce heat island effects, as well as use of Energy Star appliances, high SEER HVAC equipment, solar hot water for common areas, and an on-site electric vehicle charging station, or substantially equivalent alternative elements as approved by the Board of Aldermen as part of a conditional use permit.
7. Parking configuration along the Parker Street r/w/southern property boundary will allow for secondary emergency vehicle access to/from the site.
8. Covered bike parking at the rate of one bike parking space for every four residential units
9. The parking lot shall meet the standard for a "green" parking lot, per the most recent edition available at the time of construction of the "EPA Green Parking Lot Resource Guide"
10. Upon the request of the Town, a public bicycle and pedestrian trail easement shall be incorporated into the site, the location to be determined at the time a conditional use permit is approved.
11. Petitioner has the responsibility of establishing procedures that are appropriate and necessary to assure that income data provided by the applicants for affordable residential units is complete and accurate and that third-party verification of employment and family annual income will occur at least annually.
12. The building nearest North Greensboro Street shall be set back from the existing North Greensboro Street right-of-way line an appropriate distance to be determined during the conditional use permit approval process, but no less than 16 feet.

SECTION 2. All provisions of any Town ordinance in conflict with this ordinance are hereby repealed.

SECTION 3. This ordinance shall become effective upon adoption.



TOWN OF CARRBORO



"Dear Potential Business Operator:

Please be advised that it may be necessary to meet with several members of Town staff as well as outside agencies to identify and fully understand all rules, regulations, and policies applicable to your business. Please refer to the 'Checklist for Opening a Business in Carrboro.'

PETITIONER: Belmont Sayre c/o Ken Reiter

DATE: 04/08/2011

The Petitioner named above respectfully requests the Board of Aldermen of the Town of Carrboro to rezone the below-described property from B-1(G)-CZ & CT to B-1(G)-CZ zoning classification. The Petitioner furthermore submits the following information in support of this petition.

1. PETITIONER'S NAME: Belmont Sayre c/o Ken Reiter
 ADDRESS: 300 Blackwell Street, Suite 101-B, Durham, NC 27701
 TELEPHONE #: (919) 259-2088
2. INTEREST IN PROPERTY(IES): Contract option on property
3. BROAD DESCRIPTION OF PROPERTY AREAS SOUGHT TO BE REZONED BY REFERENCE TO ADJOINING STREETS: The 4 adjoining lots located at 500 North Greensboro St, across from the intersection with Shelton St., bounded by the railroad ROW to the east and a portion of Parker street to the south.
4. DESCRIPTION OF INDIVIDUAL LOTS SOUGHT TO BE REZONED:
 - a. OWNER: Green Equity, LLC, 119 Viburnum Way, Carrboro, NC 27510
 TAX MAP: 7.93 BLOCK: A LOT: 4 ACREAGE: 0.69 PARCEL: 9778-87-7556
 SUBDIVISION NAME: N/A FRONTAGE: 81.17 DEPTH: 357.24
 EXISTING STRUCTURES AND USES: SINGLE FAMILY RESIDENCE

SINGLE FAMILY RESIDENCE

VACANT

VACANT

[illegible]

6. HAS THIS PROPERTY BEEN THE SUBJECT OF A ZONING CHANGE SINCE 1979? Yes X NO
IF "YES", WHEN? 2009

7. PLEASE SET OUT AND EXPLAIN THOSE CIRCUMSTANCES PERTINENT TO THE PROPERTY AND THE MANNER IT RELATES TO THE TOWN THAT DEMONSTRATE THAT THE PROPOSED ZONING DISTRICT CLASSIFICATION IS CONSISTENT WITH THE TOWN'S COMPREHENSIVE PLAN. MORE SPECIFICALLY:

(a) How do the potential uses in the new district classification relate to the existing character of the area?

The applicant is proposing a B1(G)-CZ zoning classification with conditions to limit uses to street level retail and upper floor residential. The subject properties are within 300' of a variety of existing compatible land uses, including multi-family residential, single family residential, commercial retail and office. The proposed building massing is similar in footprint to existing commercial developments immediately adjacent to the north, east and south. The project has been designed to combine the downtown development goals (commercial and residential density) with that of the existing residential neighborhoods (residential development and pedestrian scale facades along N. Greensboro street). The proposed building height steps back from the right-of-way to provide a 2 story, pedestrian scale facade, in keeping with the existing streetscape vernacular along the North Greensboro St. In addition to the building step-back at the ROW, the topography slopes 8-10' from the ROW east to the back of the site, providing a lower building height in relationship to N. Greensboro St.

(b) In what way is the property proposed for rezoning peculiarly/particularly suited for the potential uses of the new district?

Given the proximity of the subject properties to the downtown area, the residential and commercial retail uses proposed serve to meet many of the policy goals outlined in Carrboro's Vision2020. With 114 residential units, the development site is located within 1000' of the downtown core and is ideally situated to create a pedestrian friendly development positioned to benefit from and serve the surrounding community. Access to the Chapel Hill transit system is within walking distance from the site, providing public transportation options for residents. Attentive architectural design has been used along the North Greensboro St. frontage by providing a 2 story facade, active with street level retail. The reduced building facade, accompanied by the proposed and existing streetscape vegetation, will blend the proposed development into the surrounding neighborhood character.

(c) How will the proposed rezoning affect the value of nearby buildings?

Development of the 4 subject parcels will provide economic revitalization for not only these 4 parcels (2 are single family residential, 2 are vacant), but for the surrounding residential neighborhoods and downtown area in general. One of the goals set forth in the Carrboro Vision2020 plan was to look for opportunities to renovate low/moderate housing (3.63 & 6.12). This development will provide rental housing units which are considered affordable by HUD standards.

(d) In what way does the rezoning encourage the most appropriate use of the land in the planning jurisdiction?

(Carrboro Vision2020 references goals shown in () parenthesis)

The proposed uses are consistent with the many of the goals set within Carrboro's Vision 2020. The mixed-use development (3.28) would provide the downtown area with increased commercial opportunities (3.21), diverse and affordable residential options (2.52 & 6.1), community sensitive infill development utilizing existing public infrastructure (2.11 & 2.53), green building practices (5.41), walkability and public transit access (3.25 & 4.15) and economic redevelopment (3.63). The proposed mix of uses provides a transition development extending from the commercial uses downtown to the lower density residential development to the north and west. The proposed development will provide a combination of 114 market rate and affordable dwelling units in close proximity to downtown and within walking distance to various goods and services, thus decreasing dependency on vehicle use and providing live/work opportunities that are often the cornerstone for sustainable communities.

WHEREFORE, THE PETITIONER REQUESTS THAT THE OFFICIAL ZONING MAP BE AMENDED AS SET OUT ABOVE. THIS IS THE 8th DAY OF April, 2011.

PETITIONER'S SIGNATURE: _____

OWNER'S SIGNATURE: _____

OWNER'S SIGNATURE: _____

Kenneth Riter
David Jessee
Karen Jessee
Paul Jessee
David Bellin, Manager
Green Colony LLC

1. For all the persons identified under "5", please attach addressed envelopes with the correct postage. Oversight of this requirement could delay processing your rezoning request.
2. If a rezoning or master plan is approved, a Certificate of the Adequacy of Public School Facilities (CAPS) will be required from the Chapel Hill Carrboro City School District before the approval of a conditional or special use permit for a residential development shall become effective. The rezoning of property or approval of a master plan provides no indication as to whether the CAPS will be issued.

A public hearing and worksession of the Carrboro Board of Aldermen was held on Tuesday, June 14, 2011 in the Board Room of the Carrboro Town Hall.

Present and presiding:

Mayor	Mark Chilton
Aldermen	Randee Haven-O'Donnell
	Joal Hall Broun
	Dan Coleman
	Jacquelyn Gist
	Lydia Lavelle
	Sammy Slade
Town Manager	Steven E. Stewart
Town Clerk	Catherine Wilson
Town Attorney	Michael B. Brough

Absent or Excused: None

PUBLIC HEARING ON LUO TEXT AMENDMENT RELATED TO REQUEST FOR CZ ZONING DESIGNATION AT 500 N. GREENSBORO STREET

The Town received a request to amend the Land Use Ordinance in relation to the B-1(g)-CZ zoning district. The Board of Aldermen set a public hearing to consider a draft ordinance prepared in response to this request.

Trish McGuire, the Town's Planning Director, made the presentation to the Board. The proposed amendment would only affect the 500 N. Greensboro parcel because it is the only parcel zoned B-1(g)-CZ in Town.

Ken Reiter, a developer with Belmont Sayre, explained that the developer would benefit from hearing the Board's suggestions on the proposed text amendment and the development's conditions. The development is pursuing LEED certification.

Alderman Coleman requested that staff review the Planning Board's suggested list of energy efficient improvements and attempt to identify a threshold that constitutes a meaningful mix of energy efficient improvements. He suggested that staff use the recently approved Veridia Development as a benchmark for use of sustainable and efficient improvements. He also suggested that staff explore the possibility of a point system, similar to the existing recreation point system that would allow a development to earn density through suggested energy efficient measures.

Alderman Slade requested that the developer consider the use of solar/thermal measures. He also suggested that the developer consider unbundling the parking.

Alderman Gist read an email from Jack Haggerty requesting that the consideration of the text and map amendments be delayed until the Board resumes its schedule after summer break.

Mayor Chilton suggested that the developer also consider different zoning classification options.

MOTION WAS MADE BY ALDERMAN GIST AND SECONDED BY ALDERMAN BROWN TO CONTINUE THE PUBLIC HEARING TO SEPTEMBER. VOTE: AFFIRMATIVE ALL

PUBLIC HEARING ON A LAND USE ORDINANCE MAP AMENDMENT RELATED TO A REQUEST FOR ZONING DESIGNATION AT 500 N. GREENSBORO STREET

The Town has received a petition to change the zoning classification for four properties located at and near 500 N. Greensboro Street from CT and B-1(g)-CZ to CT. A draft ordinance making these changes has been prepared. The Board of Aldermen must receive comment before taking action in response to this request.

Trish McGuire, the Town's Planning Director, made the presentation. The proposed design has only one ingress/egress access point but staff has proposed a condition that would allow for an additional emergency vehicle access.

Ken Reiter, Dan Jewel and Matt Diminco, representatives with Belmont Sayre, made a presentation to the Board and answered several questions. Mr. Reiter explained that workforce housing is distinguished from student housing by rental rates and marketing.

Patrick McDonough, a resident of 103 Raven Lane, stated that he is employed by Triangle Transit but his comments do not reflect Triangle Transit's opinions or viewpoints. He stated that he would like to see additional commercial use in the proposed development. He requested that the Board consider creating an excellent aesthetic interface in the area rather than focusing on screening. He agreed with Alderman Slade's idea of unbundled parking and also suggested other traffic decreasing alternatives such as car-sharing. He asked that the Board move away from thinking about "open space" and for them to be more specific on the recreational and open uses. He stated that affordable housing is increasingly needed in the community and that this project could help with housing issues.

David Ameson, a resident of 102 Mulberry Street, stated that he is an architect in downtown Durham and has worked with the developer in the past but has no affiliation with the current project. He spoke in support of the proposed project and the possible economic benefit it will bring to the Town. He feels that the project will bring a "green" aspect of building to the downtown core and that the scale and size are appropriate for the location.

Jay Parker, business owner in Carrboro for 25 years, stated that the developer is a property owner in Town and that he cares about what happens in Carrboro. He encouraged the Board to continue working with him to make something good happen.

Barbara Jessie-Black, the Executive Director of the PTA Thrift Shop, stated that Ken Reiter is the developer on PTA's current project. She stated that she agrees with Jay Parker's comments and added that the foot traffic the project will bring would be tremendous and will help increase business revenues. Most of her employees do not currently live in Carrboro and the affordable housing would be helpful. Her employees would most likely be able to afford a \$1,000 month rental.

David Belvin, part owner of property the property located at 500 N Greensboro, local citizen, and business owner, stated that a year ago the Board's tone was different and that he is disappointed in the change. He promised a local business for the site and he has worked hard to get the project to this stage. Project financing is lined up and ready to move forward.

Mayor Chilton summed that the Board is concerned with the project's parking, traffic, lack of multiple entrances, bike lane impacts, percentage of commercial use, size, and scale.

Alderman Lavelle stated that one of the Planning Board's suggestions is for the developer to consider affordable housing at less than 80% of median income. She stated that the project should have more commercial space but that she is comfortable with the proposed amount of residential density.

Alderman Coleman stated that is concerned with all of the transportation issues; specifically, increased traffic and bike lane impacts. He asked that screening, architectural standards, and green features be clearly defined when the item is returned. He recommended that the developer meet with representatives from Veridia to discuss green features and to also consider how the Butler property is zoned. He also stated that he would like to see the percentage of commercial space increased and asked for information on how the project plans to be primarily workforce housing. He asked that staff provide comment on the Planning Board and Environmental Advisory Board recommendations when the item is returned and that advisory board comments be more clearly articulated in the future.

Alderman Slade stated that he wants to insure that the developer considers the Transportation Advisory Board's recommendations, a bike or pedestrian trail easement that runs parallel to the train tracks, increasing commercial density, and solar thermal energy improvements.

Mayor Chilton requested that developer consider increasing commercial space closer to 25%. He also suggested that the developer work with staff to consider additional zoning options.

Alderman Broun asked for further information on why the Economic Sustainability Commission voted against the project. She also asked for a staff report, if possible, on the effect of how the student housing burden could be removed from neighborhoods. She asked for further information on the Lloyd Street view of the project.

MOTION WAS MADE BY ALDERMAN GIST AND SECONDED BY ALDERMAN COLEMAN TO CONTINUE THE PUBLIC HEARING TO SEPTEMBER. VOTE: AFFIRMATIVE ALL

**REQUEST TO APPROVE A RESOLUTION FOR THE ISSUANCE FOR THE
ISSUANCE OF \$2,590,000 SIDEWALK BOND ANTICIPATION**

The purpose of this item was to request authorization from the Board for the sale of \$2,590,000 in bond anticipation notes (BANs) to replace the existing BANs and provide additional funding for the design, construction, and implementation of sidewalk and greenway projects approved by voters in November 2003.

The following resolution was introduced by Alderman Coleman and seconded by Alderman Broun

**RESOLUTION FOR THE ISSUANCE OF \$2,590,000
SIDEWALK BOND ANTICIPATION NOTES**
Resolution No. 134/2010-11

WHEREAS –

At a referendum held on November 4, 2003, the voters of the Town of Carrboro authorized the issuance of up to \$4,600,000 of Town general obligation bonds for sidewalks and greenway trails.

The Town has previously issued several series of "bond anticipation notes" to provide construction-period financing for certain sidewalk projects in anticipation of the later issuance of a portion of the bonds authorized at the 2003 referendum (the "Sidewalk Bonds").

The Town's Board of Aldermen (the "Board") has now determined to issue an additional series of bond anticipation notes to refinance the previously-issued bond anticipation notes at their upcoming maturity, and thereby continue preliminary funding for the sidewalk projects in anticipation of the later issuance of a portion of the Sidewalk Bonds.

BE IT THEREFORE RESOLVED by the Board of Aldermen of the Town of Carrboro, North Carolina, as follows:

1. **Determination To Issue Notes** – The Town will issue and sell a single issue of general obligation sidewalk bond anticipation notes (the "Notes") in the aggregate principal amount of \$2,590,000. The Town will issue the Notes to refinance the existing bond anticipation notes, and thereby continue construction-period financing for sidewalk projects in anticipation of the later issuance of a portion of the previously-authorized Sidewalk Bonds.

Ken Reiter, the applicant's representative, addressed the Board and suggested the use of his version of the ordinance. He explained that the version was more specific towards affordable housing requirements and took a broader approach toward energy efficiency standards and requirements. He stated that the ordinance meets the spirit of the projects that would merit additional residential density in the downtown area. He stated that since the first public hearing, the developer has increased the commercial portion of the project and decreased the residential. The project will have limitations related to student housing based upon the financing that the developer is seeking, bedroom to bathroom ratios, and income verification requirements. He explained that the income verification requirement is a condition that they would agree upon.

Alderman Gist expressed concern with the ordinance's ability to decrease commercial density downtown.

Alderman Broun asked which properties would be eligible for the rezoning if the ordinance passes. Trish McGuire explained that the minimum lot size requirement for the B-1(g) zoning district is 3,000 square feet and most all properties would be eligible.

MOTION WAS MADE BY ALDERMAN COLEMAN AND SECONDED BY ALDERMAN LAVELLE TO REFER THE ORDINANCE TO STAFF FOR THE DELETION OF ITEM (F) (3) AND FOR ITEM (F)(11) TO BECOME A NEW SECTION 15-141.4 (g) AND AMENDED TO READ "MIX OF RESIDENTIAL AND NON-RESIDENTIAL USES SUCH THAT GROSS FLOOR AREA OF BUILDING SPACE USED FOR NON-RESIDENTIAL PURPOSES MAKES UP AT LEAST 25 PERCENT OF THE GROSS FLOOR AREA USED FOR ALL PURPOSES." VOTE: AFFIRMATIVE SIX, NEGATIVE ONE (GIST)

**CONTINUATION OF A PUBLIC HEARING ON A LAND USE ORDINANCE MAP AMENDMENT
RELATED TO FOUR PROPERTIES AT AND NEAR 500 N. GREENSBORO STREET**

The Board of Aldermen considered a petition to change the zoning classification for four properties located at and near 500 N. Greensboro Street from CT and B-1(g)-CZ to B-1 (g)-CZ on June 14, 2011. The Board continued the public hearing and requested additional information related to this request.

Trish McGuire, the Town's Planning Director, made the presentation. She explained that staff has identified limitations to the project and that the staff recommendation is not in support of the requested change.

Nathan Milian, representing Carr Mill Mall, stated that he does not have an objection to the project as a whole but is concerned that there will not be sufficient parking. He explained that parking is an issue that Carr Mill Mall is struggling with and that the rezoning will create another burden for the neighbors of the project. He requested that the Board review methods to create additional parking. Alderman Gist asked if the text amendment was approved, if he would want to amend any of the current projects that he has been involved with. He explained that he would possibly consider a rezoning request for the Alberta development because currently, residential space is more financially promising than commercial space.

Damon Seils is the current Chair of the Planning Board but spoke as a citizen. He explained that he is concerned with the rushed method in which the Planning Board reviewed both the text and map amendment requests. He explained that the process differed from the conditional use permitting process because the applicant is not required to present a completed concept plan to the Planning Board for comment. He asked the Board to be cognizant of the fact that they are putting conditions on the zoning that will not be able to be revisited by the Planning Board during their conditional use permit review process.

David Clinton, Planning Board member, stated that the scale of the design is fitting for downtown and would add more customers to the area. He encouraged the Board to approve the map amendment with conditions that improve the environmental sustainability.

Ken Reiter, the applicant and representative of the developer, made a presentation to the Board. He presented figures that showed a decrease in residential units and an increase in parking and commercial space. He stated that the project will follow the LEED equivalency process similar to when the Town built fire station #2. He explained that thru lanes, turn lanes, bike lanes, grass strips and sidewalks may be made in the public right-of-way and that neighboring properties may be affected by grading work related to traffic and transportation easements. He explained that they will offer 10% of units to households that earn 60% or less of the median family income. He stated that he had received several letters of support from citizens.

It was the consensus of the Board to return the ordinance to staff for the deletion of the following conditions: #12 – “The minimum required parking shall be 10 percent less than the minimum number of parking spaces required by the Ordinance for the proposed uses,” #35 – “The parking lot shall meet the standard for a “green” parking lot, per the “EPA Green Parking Lot Resource Guide,” and #37 – “In the event that by January 1, 2012, the non-residential space on the 2nd floor of Building A has not been leased (as evidenced by a signed letter of intent or lease agreement) at the terms that are acceptable to secure construction and/or permanent financing, the non-residential space on the 2nd floor of Building A can be developed as additional residential space.”

The Board noted that the developer stated that he did not agree with condition # 8 – “Solar shading impacts along the northern property line shall be mitigated as if it were a street right-of-way, per Section 15-178(a)(3)” and condition #33 – “Provision of on-site renewable energy generation.”

It was also the consensus of the Board that staff should amend the ordinance to rework the conditions that incorporate the “site and/or concept plan” into one condition that also recognizes the transportation issues.

Alderman Broun requested that staff provide a list of the three conditional zoning requests that have occurred since 2008. She also requested that staff provide detailed information from the American Community Survey on the current cost range for rental housing and what is currently available. She also requested that LEED certification requirements be provided and that those utilized during the construction of fire station #2 be denoted.

Alderman Slade requested that staff compare the LEED standards with the Town’s Green House Gas resolution and provide the information to the Board.

Alderman Gist requested that the developer reconsider the use of solar hot water and photovoltaic measures and respond when the item is returned.

Alderman Coleman requested that a condition of income verification be added to the ordinance. He also requested that a ratio of 1:3/4 (rounded to the nearest 1/2) of bedrooms to bathrooms be incorporated as a condition.

Alderman Haven-O’Donnell requested a copy of the condition matrix that Ken Reiter referenced.

The Board requested that this item be returned to the Board on November 15, 2011.

ADJOURNMENT

MOTION WAS MADE BY ALDERMAN BROUN AND SECONDED BY ALDERMAN COLEMAN TO ADJOURN THE MEETING AT 10:30 P.M. VOTE: AFFIRMATIVE ALL

- (12) Use of devices that shade at least 30% of south-facing and west-facing building facades.
- (13) Provision of affordable housing in accordance with Town policy.

(g) If a B-1(g) – CZ zoning district is created and, pursuant to subsection (f) of this section, a higher level of residential density than that otherwise permissible in B-1(g) zoning districts is approved for that district, then it shall be a requirement of such district that at least twenty percent (20%) of the total leasable or saleable floor area within all buildings located within such zoning district shall be designed for non-residential use. Occupancy permits may not be given for residential floor area if doing so would cause the ratio of residential floor area for which an occupancy permit has been issued to non-residential floor area for which an occupancy permit has been issued to exceed four to one (4:1).

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

Section 5. This ordinance shall become effective upon adoption.

The foregoing ordinance having been submitted to a vote received the following vote and was duly adopted this 15th day of November 2011:

Ayes: Lydia Lavelle, Mark Chilton, Joal Hall Broun, Randee Haven-O'Donnell

Noes: Dan Coleman, Jacquelyn Gist, Sammy Slade

Absent or Excused: None

**CONTINUATION OF A PUBLIC HEARING ON A LAND USE ORDINANCE MAP
AMENDMENT RELATED TO FOUR PROPERTIES AT AND NEAR 500 N.
GREENSBORO STREET**

The Board of Aldermen considered a petition to change the zoning classification for four properties located at and near 500 N. Greensboro Street from CT and B-1(g)-CZ to B-1(g)-CZ on June 14, 2011 and September 27, 2011. The Board continued the public hearing and requested additional information related to this request.

Trish McGuire, the Town's Planning Director, made the presentation to the Board.

Ken Rieter, representative of Belmont Sayre, made a presentation to the Board. He also presented the Town Clerk with letters of support from Mac Fitch, owner of Fitch Lumber Company, and Tyler Huntington, owner of Tyler's Taproom, Kara Pittman Hart, owner of Terra Nova Global Properties, Michael Benson, owner of Southern Rail, Kevin Callaghan, owner of Acme Food and Beverage Co., David Bellin, Senator Eleanor Kinnaird, and Barbara Jessie-Black, Executive Director of the PTA Thrift Shop. He explained that they have had the right-of-

way surveyed for proposed transportation improvements along N. Greensboro Street and a maximum of 56', of a 60' right-of-way, will be used. He stated that there is an ability to reduce the width of the proposed traffic improvements.

Gabe Riven, of 506 N. Greensboro Street, spoke against the proposed development. He expressed concern with the impact on the character of the neighborhood and the increased number of vehicles on the highway.

Kat Bawden, of 506 N. Greensboro Street, spoke against the proposed development. She stated that the development will change the character of the neighborhood.

Giles Blunden, of 107 Circadian Way, spoke in favor of the project and stated that it fits into the Town's Vision2020 document. He also stated that the project will increase Carrboro's commercial tax base.

David Bellon, a resident in the Pacifica Development, spoke in favor of the project. He stated that it will increase the commercial tax base and create a more vibrant downtown.

Bill Derey, of 405 N. Greensboro Street, spoke against the proposed development. He expressed concern with the traffic impact, and the impact on the front yard of his house.

Celia Pearce, of 307 Oak Avenue, spoke against the project. She expressed concern with an increase in traffic and the project's impact on the mill homes and yards.

David Harneson, of 102 Mulberry Street, spoke in favor of the project. He stated that the size of the project fits into the area and that it will bring more walking shoppers downtown.

Braxton Foushee, of 100 Williams Street, spoke against the project. He stated that he does not think that North Greensboro Street is the proper location for this project.

Joal Kraeuter, of 507 N. Greensboro, spoke against the project. He expressed concern with the traffic increase.

Steven Gordan, of 600 B N. Greensboro, spoke against the project based on its density and increased traffic.

James Carnahan, of 122 Oak Street, spoke in favor of the project because it of its location, job creation, and impact on businesses.

Diane Roberson, of 405 Waterside Drive, spoke against the project. She stated that Carrboro is not an urban area and that the project does not fit in Carrboro.

Alderman Slade requested that staff notify neighbors and the community sooner on future developments. He also requested that the developer consider creative ways to create more access to commercial space in the back of the proposed development.

Mayor Chilton asked the developer to consider converting Parker Street to a one-way road and to explore the possibility of decreasing the Shelton Street left turn storage. He also requested that the traffic improvements have more of a narrow profile.

Alderman Lavelle asked the developer to look into reducing the traffic improvement impacts and to consider the alternate ingress and egress routes.

Alderman Gist asked the developer to consider the public comments related to traffic improvement impacts and the scale of the project.

Alderman Broun asked that the Board also consider whether this density is appropriate for this location at this time.

MOTION WAS MADE BY ALDERMAN COLEMAN AND SECONDED BY ALDERMAN GIST TO CONTINUE THE CONSIDERATION OF THIS ITEM TO THE JANUARY 24, 2011 PUBLIC HEARING. VOTE: AFFIRMATIVE ALL

**RESOLUTION REQUESTING ASSISTANCE FROM ORANGE COUNTY IN FUNDING
A SOLUTION TO THE EAST MAIN STREET SEWER ISSUE**

The following resolution was introduced by Alderman Coleman and seconded by Alderman Broun:

**A RESOLUTION REQUESTING ASSISTANCE FROM ORANGE COUNTY IN FUNDING
A SOLUTION TO THE EAST MAIN STREET SEWER ISSUE
Resolution No. 50/2011-12**

WHEREAS, a common private sewer lateral serving the 100 block of East Main Street in Carrboro failed on August 26, 2011; and

WHEREAS, the Orange Water and Sewer Authority (OWASA) does not accept responsibility for private sewer lines; and

WHEREAS, the Town has worked with the affected property owners to attempt to find a common solution to the failed sewer line; and

WHEREAS, the businesses in this location are vital to the economic health of a thriving Carrboro; and

WHEREAS, a public sewer line on Roberson Street will offer a solution to the failure of the common sewer line serving these properties and open up property along Roberson Street for future economic development activity; and



Martin/Alexiou/Bryson, PC
Transportation Planning
Traffic Engineering, C-3496



MEMORANDUM

To: C. N. Edwards Jr., PE, NCDOT
Trish McGuire/Jeff Brubaker, Town of Carrboro
From: Andrew Topp, PE, PTOE, Martin/Alexiou/Bryson, PC
Date: January 9, 2012
Subject: Updated Traffic Assessment - Shelton Street Development

This memorandum reexamines the need for a southbound left-turn lane based on new information related to the planned Shelton Station development along North Greensboro Street. It also considers the possibility of using Parker Street as a secondary access to the site.

Updated Level of Service Analysis

The mix of land uses and overall project density has changed as a result of discussions with the Town and the public. The number of planned residential units has decreased from 114 units in the original study (dated March 28, 2011) and 104 units in the last study (dated September 21, 2011) to 96 units at present. The non-residential has also been modified from 24,000 square feet (sf) of retail as listed in the September 21, 2011 study to 12,000 sf of retail and 12,000 sf of office space currently. The ground floor is envisioned to be neighborhood retail with the second floor operating as office space. This mix of land uses results in 49 trips in the AM peak hour (27 entering and 22 exiting) and 66 trips in the PM peak hour as detailed in the Appendix.

The decrease in density has resulted in slightly fewer trips than the previous memorandum. The intersection operations are generally unaffected or have a very slight decrease in delay when compared to the previous analysis. The updated analysis results are detailed in Table 1.

Table 1: Updated LOS Analysis

Intersection and Approach	Existing		No-Build		Build (9-22-11 TIA)		Build (Updated)	
	AM	PM	AM	PM	AM	PM	AM	PM
	LOS	LOS	LOS	LOS	LOS	LOS	LOS	LOS
N Greensboro Street (SR 1772) and Weaver Street	B (19.3 sec)	C (27.5 sec)	C (29.5 sec)	D (41.6 sec)	C (30.0 sec)	D (43.2 sec)	C (29.9 sec)	D (42.9 sec)
Eastbound Approach	C	C	D	D	D	D	D	D
Westbound Approach	D	D	D	E	D	E	D	E
Northbound Approach	C	C	C	D	C	D	C	D
Southbound Approach	A	B	C	C	C	C	C	C
N Greensboro Street (SR 1772) and Estes Drive Extension (SR 1780)	B (18.7 sec)	C (26.9 sec)	C (33.8 sec)	D (36.7 sec)	C (33.9 sec)	D (37.1 sec)	C (33.9 sec)	D (37.0 sec)
Eastbound Approach	A	B	C	D	C	D	C	D
Westbound Approach	B	C	C	C	C	C	C	C
Southbound Approach	D	D	D	D	D	D	D	D
N Greensboro Street (SR 1772) and Shelton Street/Site Access #1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Eastbound Approach	B	C	B	D	C	E	C	E
Westbound Approach	-	-	-	-	C	F	C	F

Left-Turn Lane Warrants Assessment

An investigation of the need for a left-turn lane was conducted in conjunction with updated volumes. In the AM peak, there are 11 vehicles estimated to turn left into site with 415 vehicles in the opposing direction. During the PM peak, 15 left-turning vehicles exist with 739 vehicles approaching in the opposite direction. By applying these volumes to the left-turn warrants chart provided in the *NCDOT Policy on Street and Driveway Access Manual*, the left-turn lane is not warranted.

The southbound left-turn volume entering the site is very low, with only 11 vehicles in the AM peak and 15 vehicles in the PM peak (one every 4 minutes on average). While a single stopped left-turning vehicle has the potential to block southbound traffic, this is expected to be a relatively infrequent occurrence and in most cases vehicles will be able to find an acceptable gap quickly without disrupting the upstream flow of traffic.

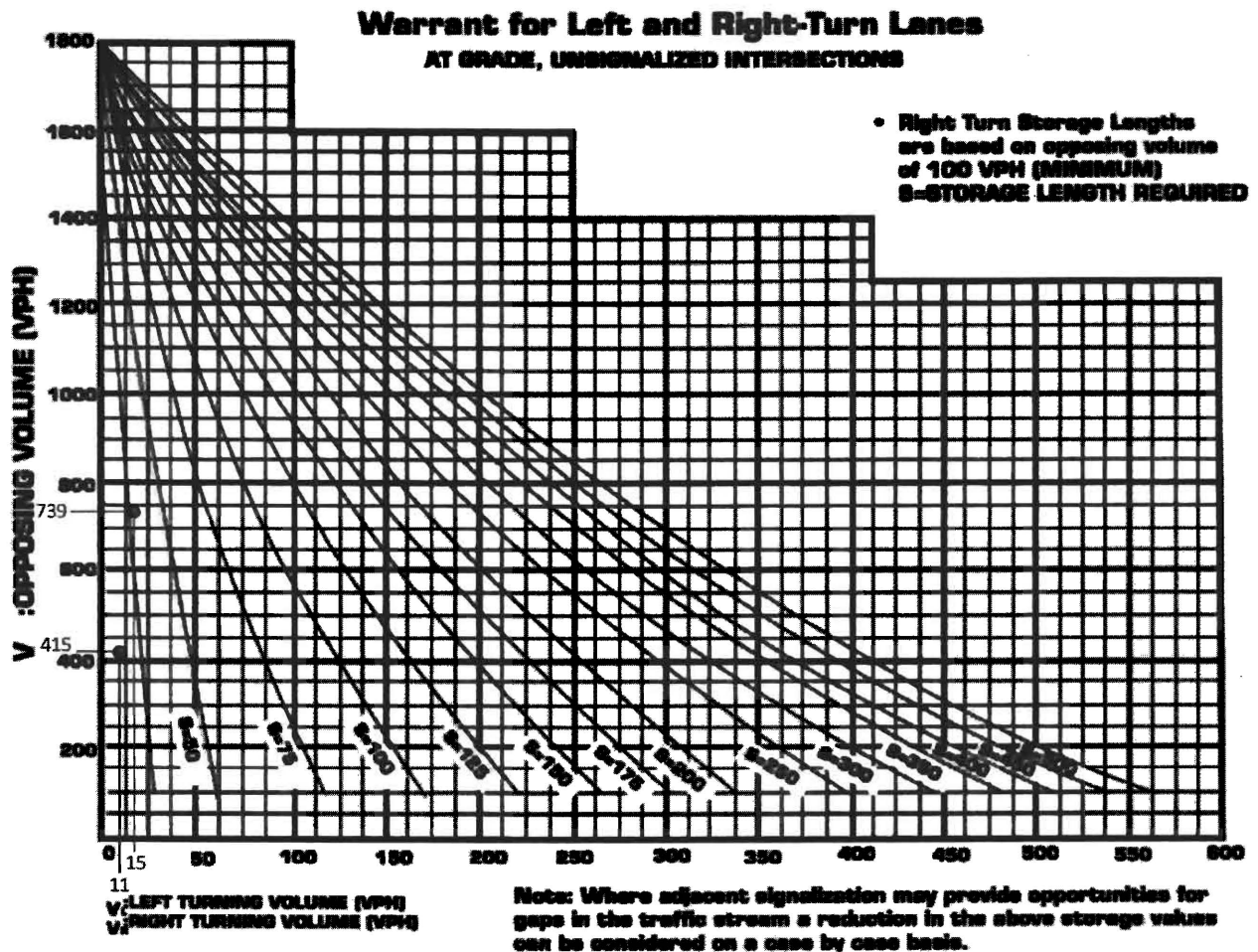


Figure 1: Left Turn Lane Warrants

In addition to not meeting warrants, the left-turn lane may be difficult to construct given the narrow right-of-way. The existing ROW is only 60' north of Shelton Street. A cross-section that includes three 10' lanes, two 4' bike lanes, curbs and gutters (5'), two sidewalks (10'), and two 3' planting strips would be 59'. Additional space may be needed to transition the grading from the sidewalk back to the adjacent property owners. In addition, the residences on the west side of North Greensboro Street are located only 10 to 15' off of the street and as a result, they are sensitive to and have expressed concerns about the negative impacts that widening may have on their properties.

As a result of the low left-turn volumes not meeting warrants as well as feasibility concerns given the limited right-of-way, a left-turn lane is not recommended as a requirement of this development. The findings and recommendations by M/A/B in the original memo remain the same.

Parker Street Connection

During a previous Board of Alderman meeting, it was recommended to explore the possibility of using Parker Street as an additional driveway to help relieve congestion at the main driveway. Parker Street is a short roadway located approximately 165 feet south of Shelton Street, which presently provides access to one residence. It dead ends into the Shelton Station property and is bordered by Southern States along its southern edge.

Two-Way

Since the right-of-way along Parker Street is only 16 feet, it was determined that there was not adequate space to provide a standard commercial driveway serving two-way traffic.

One-Way

Providing one-way traffic on this road is a possibility; however, it would not have any noticeable impact on the operations at the Shelton Street intersection as our site traffic comprises only a fraction of the total volume at that intersection, most of which would likely continue to use the main driveway. Conversion to one-way operations would also require residents of the house on Parker Street to drive through the Shelton Station property to access their driveway and there would not be sufficient space for sidewalk facilities.

Ingress Only

If Parker Street provided ingress only operations, some of the northbound right-turning traffic may choose to use this first driveway as a means of quickly travelling to the rear of the site; however, this would not result in any noticeable delay reductions at Shelton Street.

Egress Only

If egress only operations were in place, some vehicles from the site may choose to exit via Parker Street and would likely experience less delay from that driveway; however, any traffic shift would also only have a minimal effect on the overall operations of the North Greensboro Street at Shelton Street intersection. Given the relatively short separation from Shelton Street, this would create some additional turning conflicts as a result of the use of this driveway; however, its presence as a low volume driveway is not expected to result in any unsafe turning maneuvers.

The developer is tentatively planning on making some modest paving improvements to Parker Street which will extend back to and tie into the site's rear parking lot; however, it will only be used as a pedestrian/bicycle connection to the site as well as a secondary emergency access (blocked with bollards) that can be opened in the case of a fire or other emergency.

Trip Generation Rates (Vehicle Trips)

AM Peak Hour Total Trips						
ITE Land Use Code	Use	Units	ITE MANUAL RATES*			
			ADT	AM Enter	AM Exit	AM Total
223	Mid-Rise Apartments	96 units	375	8	18	26
710	Neighborhood Office	12,000 sf	132	16	2	18
820	Neighborhood Retail	12,000 sf	515	7	5	12
Totals			1,022	31	25	56
PM Peak Hour Total Trips						
ITE Land Use Code	Use	Units	ITE MANUAL RATES*			
			ADT	PM Enter	PM Exit	PM Total
223	Mid-Rise Apartments	96 units	375	20	15	35
710	Neighborhood Office	12,000 sf	132	3	15	18
820	Neighborhood Retail	12,000 sf	515	22	23	45
Totals			1,022	45	53	98
PM Peak Hour Internal Capture Trips						
ITE Land Use Code	Use	Units	ITE MANUAL RATES*			
			ADT	PM Enter	PM Exit	PM Total
223	Mid-Rise Apartments	96 units	53	3	2	5
710	Neighborhood Office	12,000 sf	19	1	1	2
820	Neighborhood Retail	12,000 sf	70	2	3	5
Totals			142	6	6	12
AM Peak Hour Total TDM/Transit Capture Trips						
ITE Land Use Code	Use	Capture Rate	ITE MANUAL RATES*			
			ADT	AM Enter	AM Exit	AM Total
223	Mid-Rise Apartments	10%	38	1	2	3
710	Neighborhood Office	10%	13	2	0	2
820	Neighborhood Retail	10%	52	1	1	2
Totals			103	4	3	7
PM Peak Hour Total TDM/Transit Capture Trips						
ITE Land Use Code	Use	Capture Rate	ITE MANUAL RATES*			
			ADT	PM Enter	PM Exit	PM Total
223	Mid-Rise Apartments	10%	32	2	1	3
710	Neighborhood Office	10%	11	0	1	1
820	Neighborhood Retail	10%	45	2	2	4
Totals			88	4	4	8
PM Peak Hour Pass-by Trips						
ITE Land Use Code	Use	Pass-By Percentage	ITE MANUAL RATES*			
			ADT	PM Enter	PM Exit	PM Total
820	Neighborhood Retail	34%	-	6	6	12
Totals			-	6	6	12
AM Peak Hour Non-Pass-By Trips						
ITE Land Use Code	Use	Units	ITE MANUAL RATES*			
			ADT	AM Enter	AM Exit	AM Total
223	Mid-Rise Apartments	96 units	290	7	16	23
710	Neighborhood Office	12,000 sf	102	14	2	16
820	Neighborhood Retail	12,000 sf	400	6	4	10
Totals			792	27	22	49
PM Peak Hour Non-Pass-By Total Trips						
ITE Land Use Code	Use	Units	ITE MANUAL RATES*			
			ADT	PM Enter	PM Exit	PM Total
223	Mid-Rise Apartments	96 units	290	15	12	27
710	Neighborhood Office	12,000 sf	102	2	13	15
820	Neighborhood Retail	12,000 sf	400	12	12	24
Totals			792	29	37	66

* ITE 8th Edition Trip Generation Manual

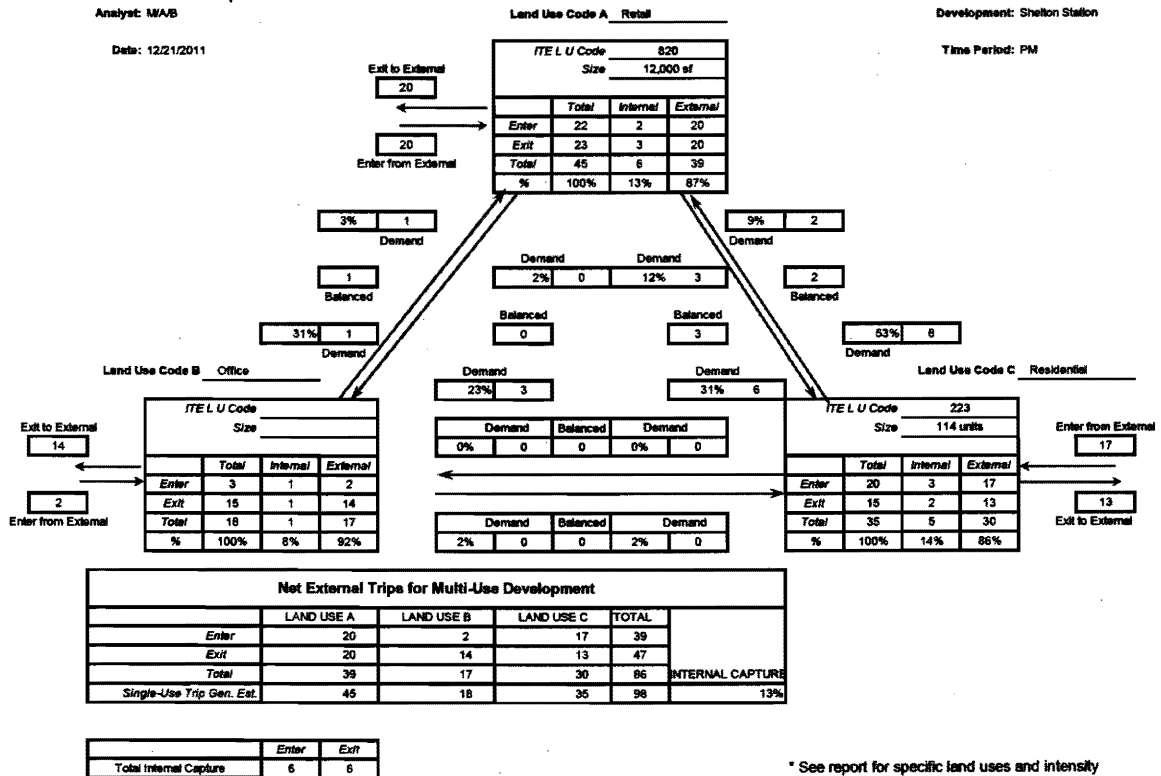
MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

1. P.M. Internal Capture Calculation:
Analyst: M/A/B

Date: 12/21/2011

Development: Shelton Station

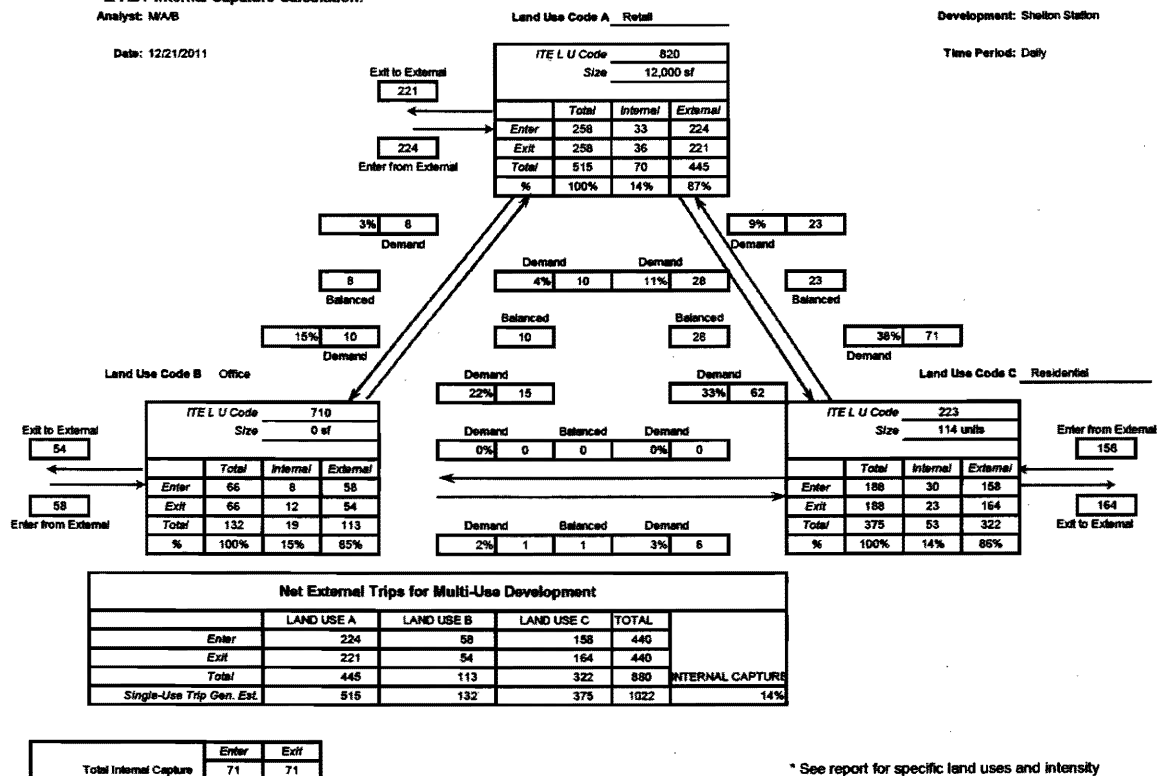
Time Period: PM

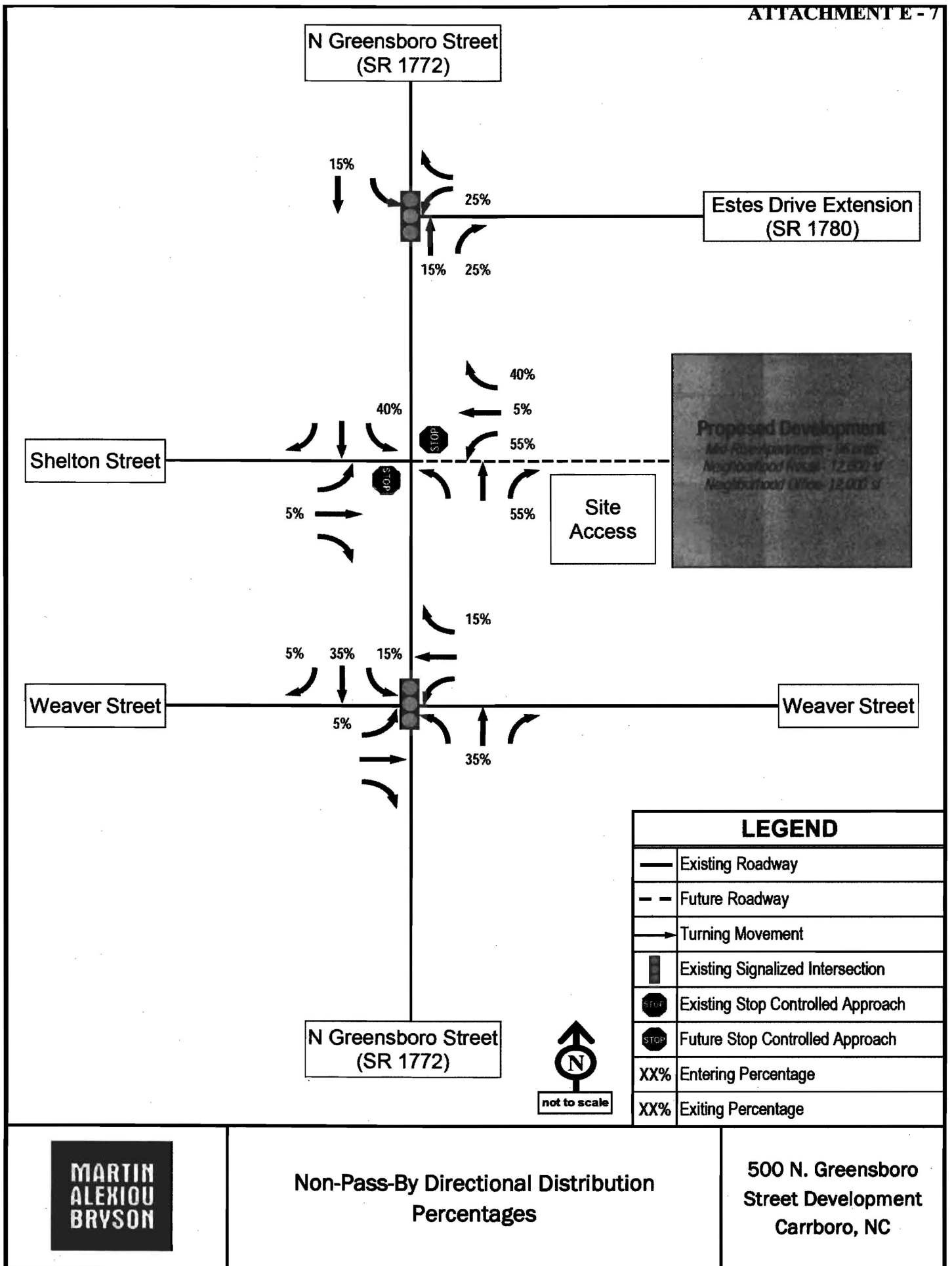
2. ADT Internal Capture Calculation:
Analyst: M/A/B

Date: 12/21/2011

Development: Shelton Station

Time Period: Daily

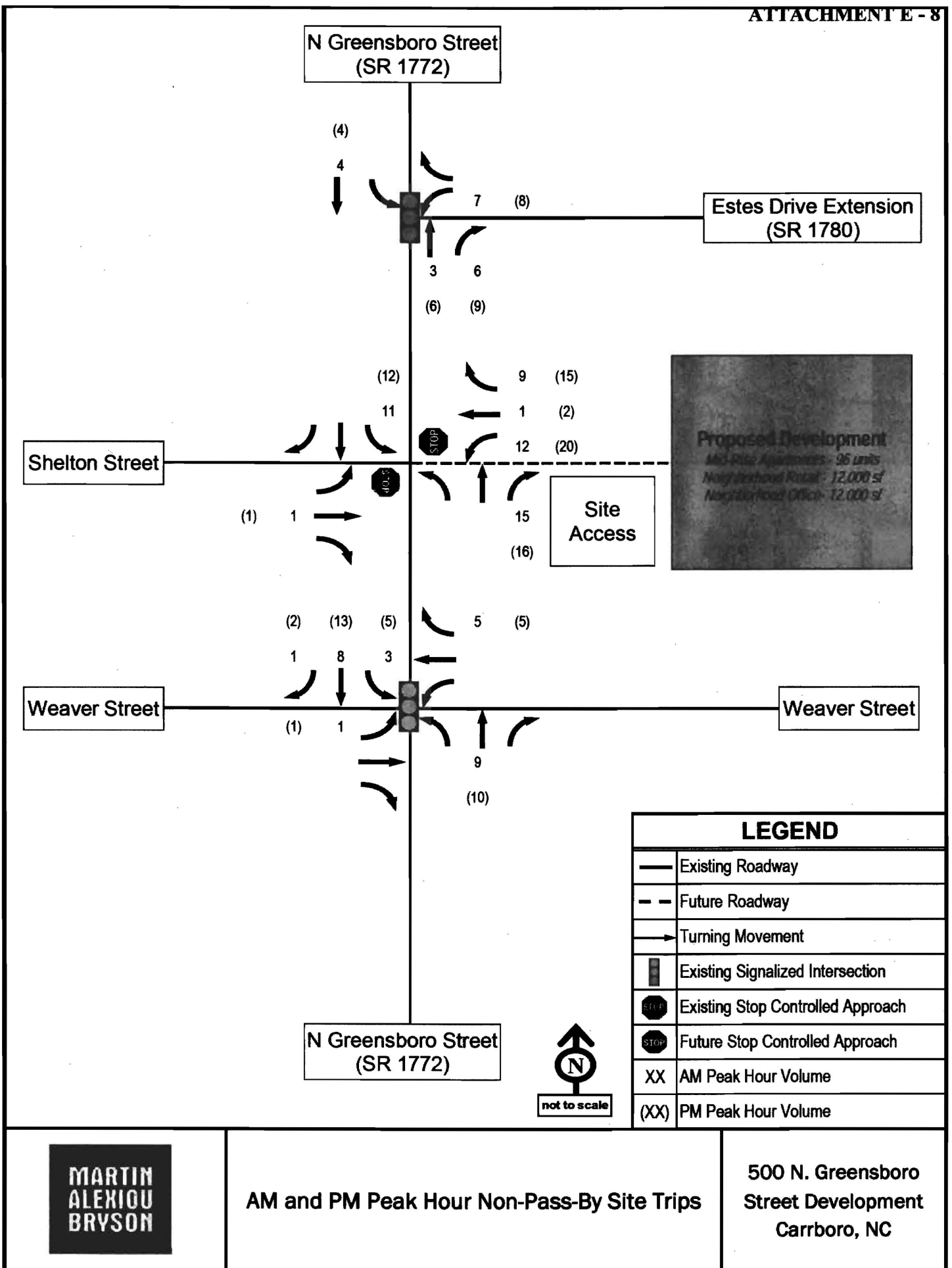


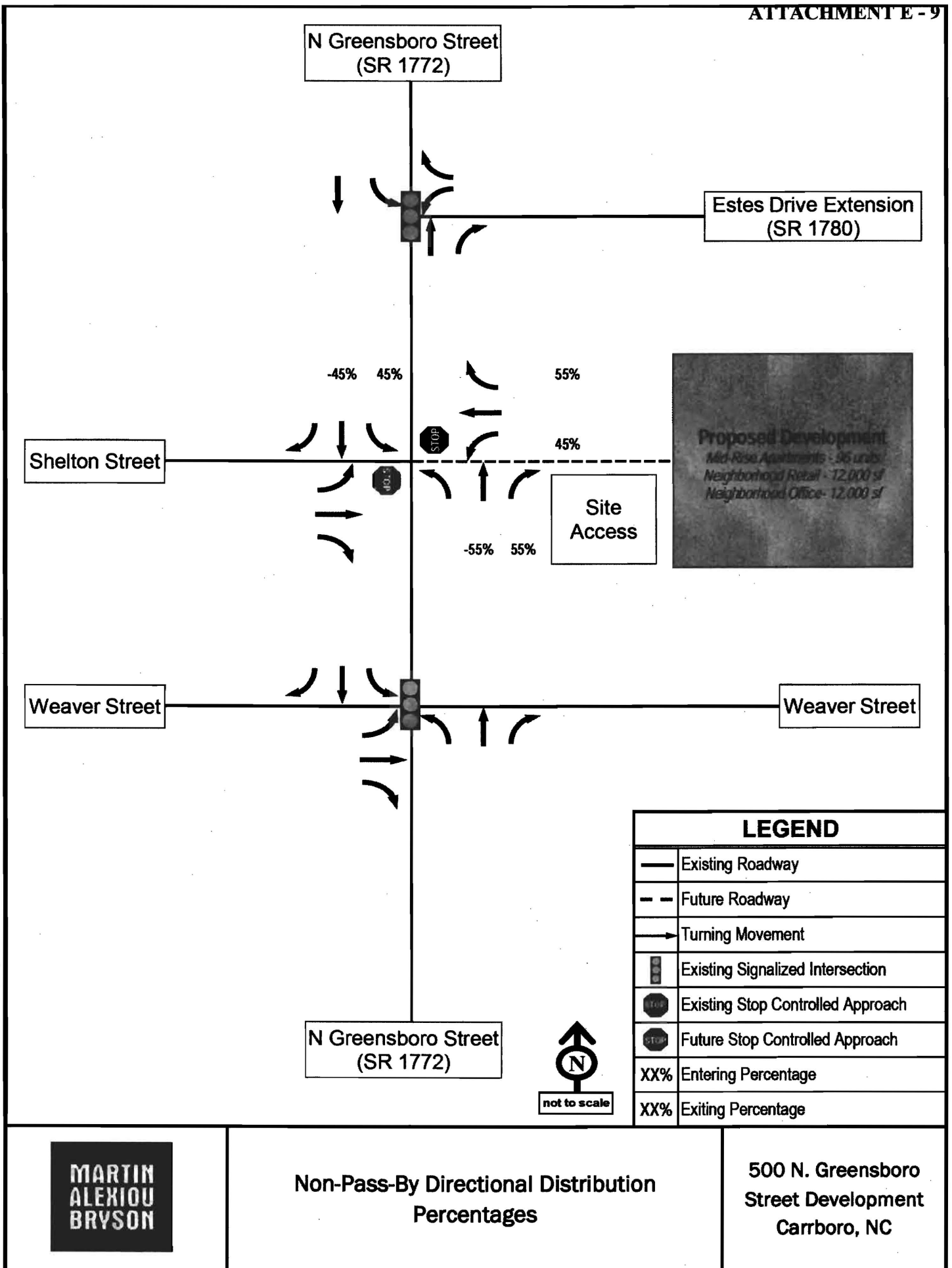


MARTIN
ALEXIOU
BRYSON

Non-Pass-By Directional Distribution
Percentages

500 N. Greensboro
Street Development
Carrboro, NC

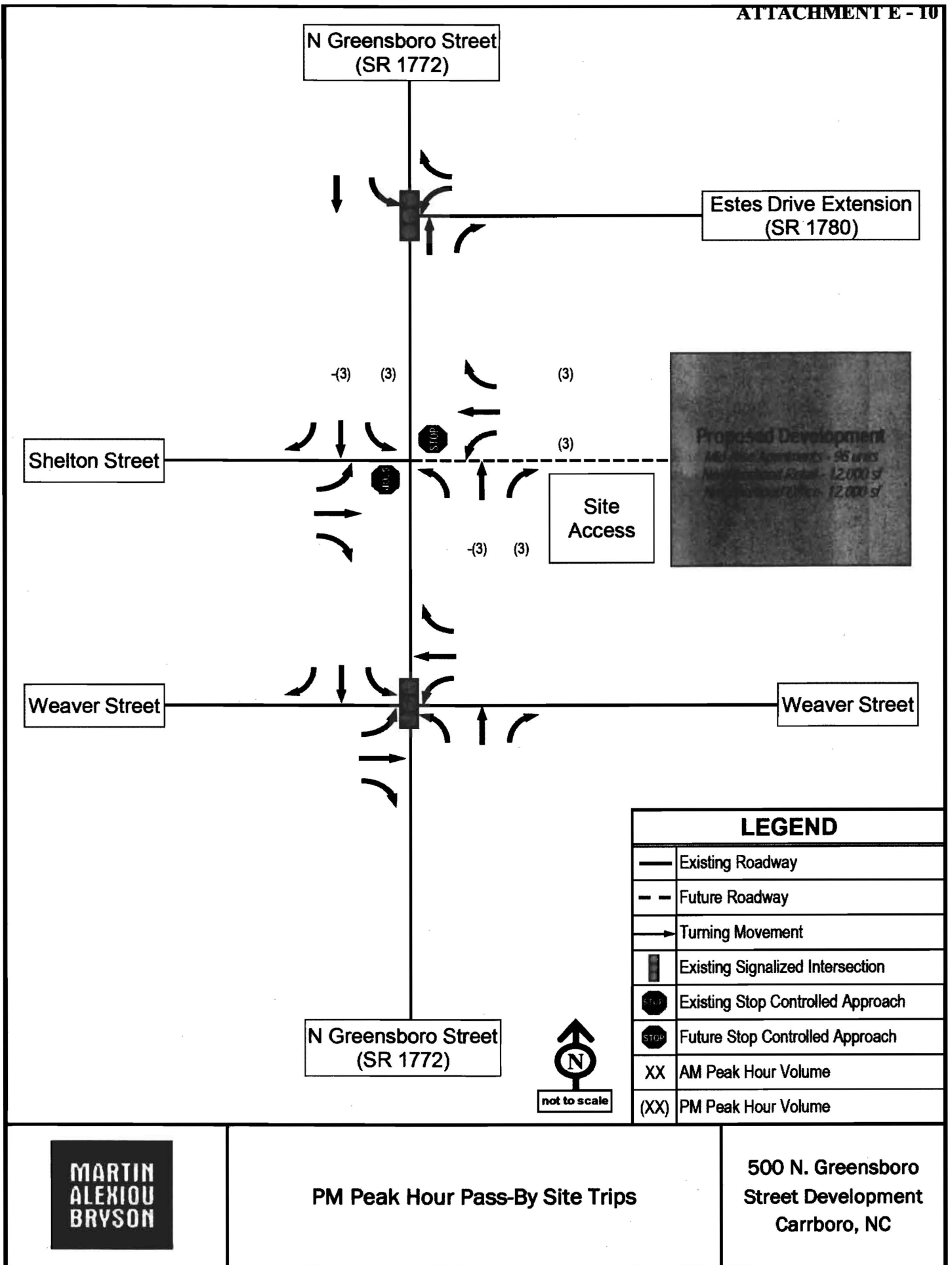


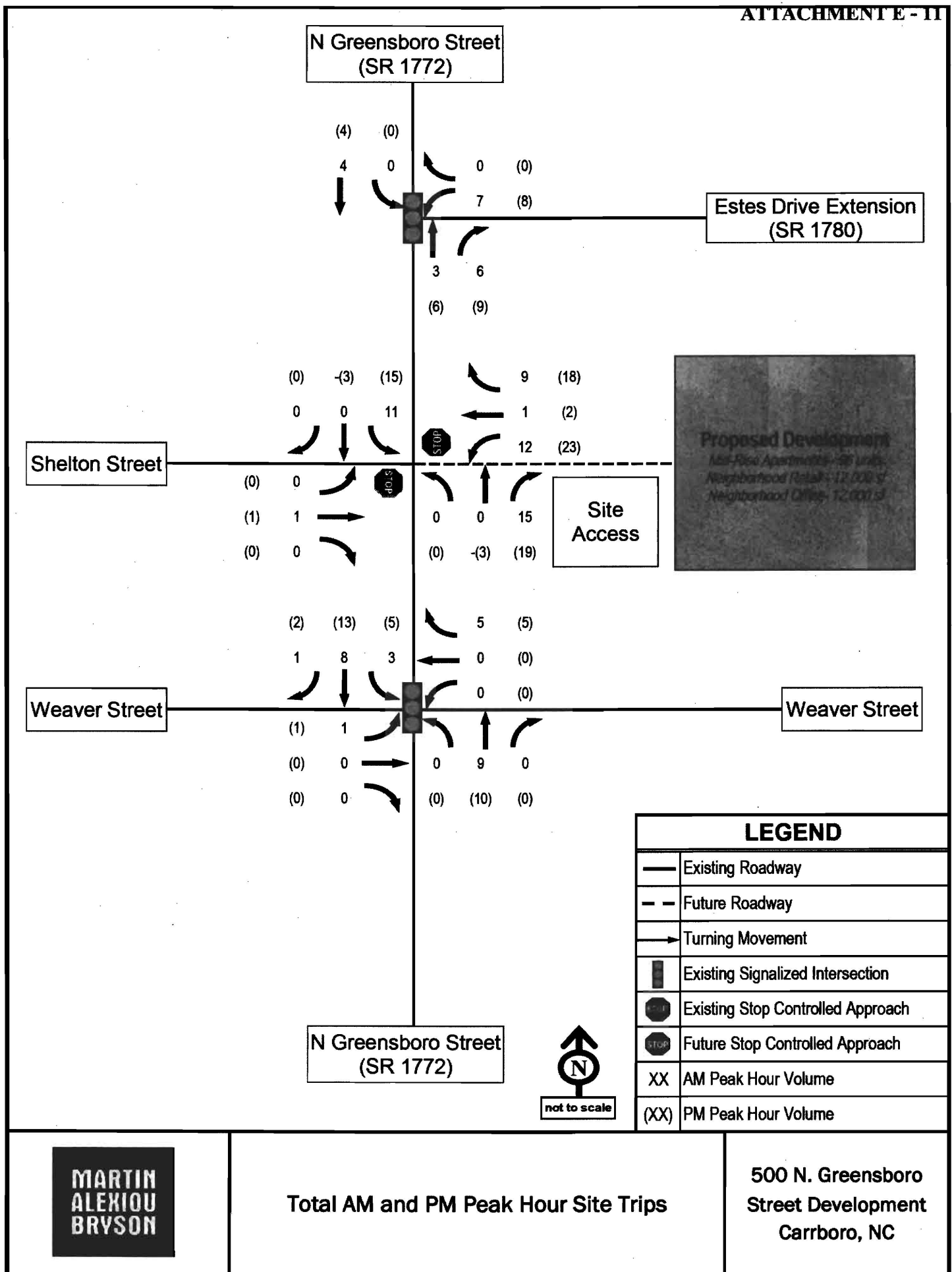


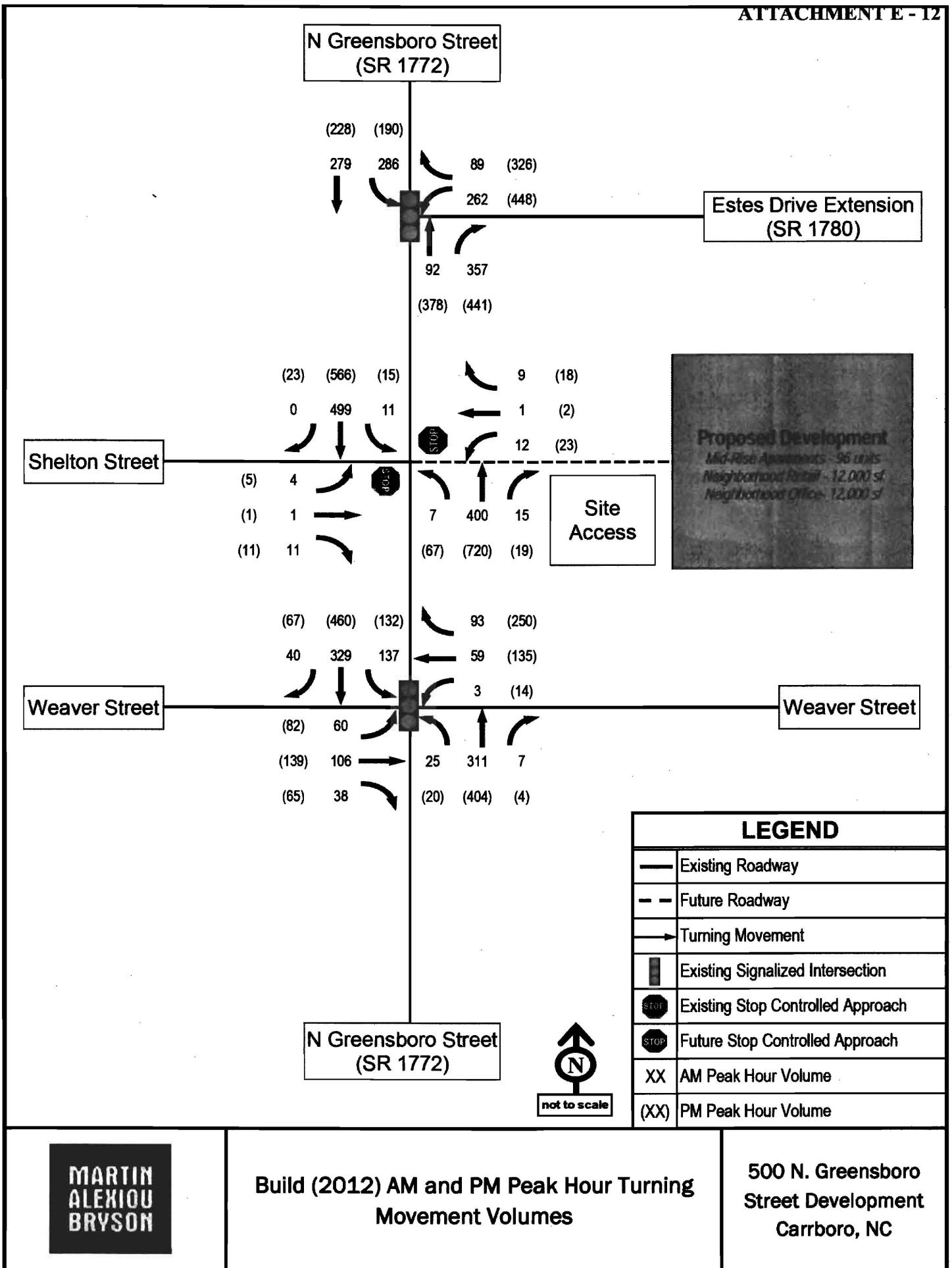
**MARTIN
ALEXIOU
BRYSON**

Non-Pass-By Directional Distribution Percentages

**500 N. Greensboro
Street Development
Carrboro, NC**







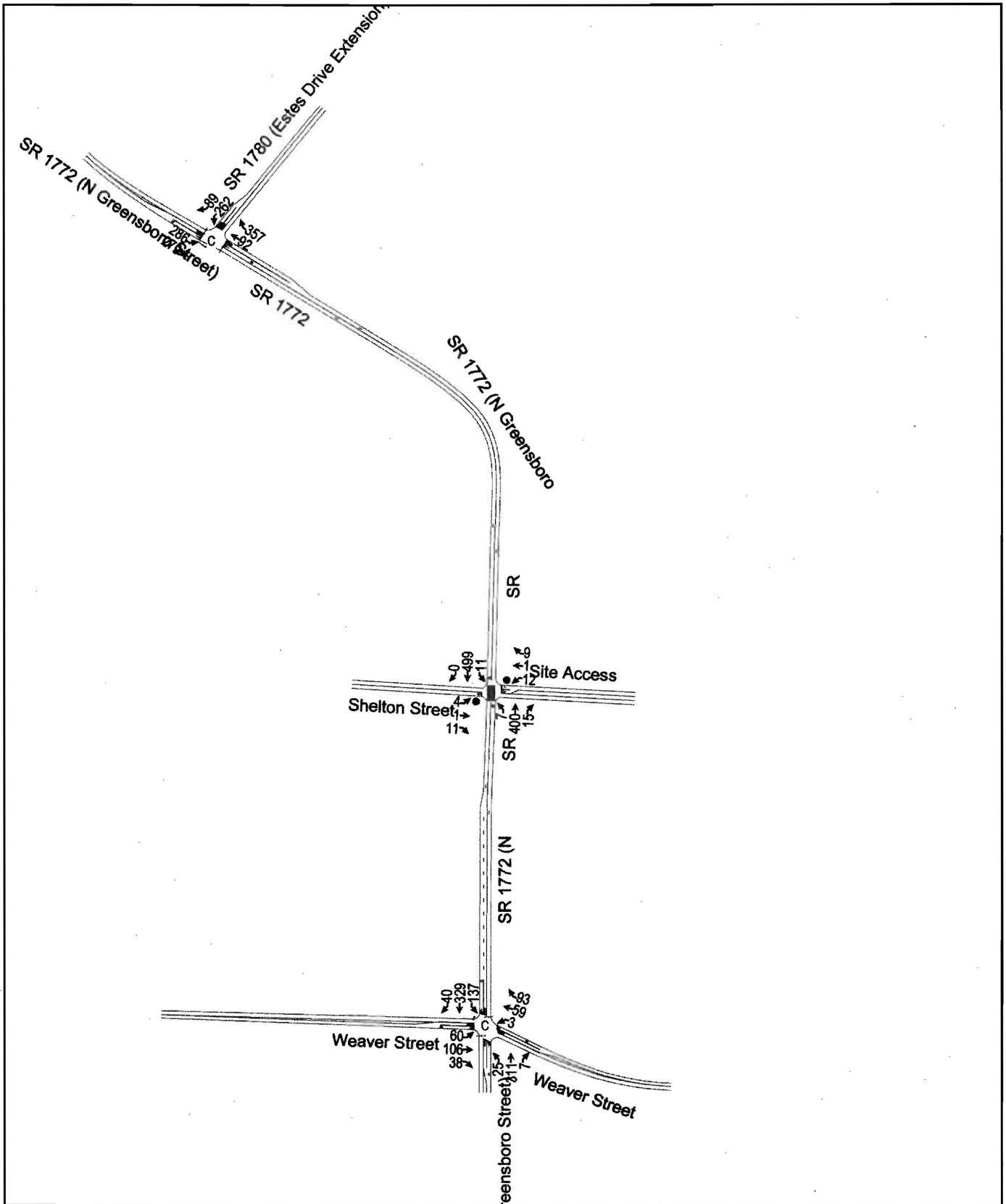
**MARTIN
ALEXIOU
BRYSON**

**Build (2012) AM and PM Peak Hour Turning
Movement Volumes**

**500 N. Greensboro
Street Development
Carrboro, NC**

500 N Greensboro Street Development
Levels of Service

Build (2012) AM























M/A/B

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500 N Greensboro Street Development
1: Weaver Street & SR 1772 (N Greensboro Street)

Build (2012) AM
1/9/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	106	38	3	59	93	25	311	7	137	329	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	9	12	10	12	12	10	11	12
Grade (%)		0%			1%			3%			-1%	
Storage Length (ft)	100		0	125		0	75		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75		25	50		25	50		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.98		0.98	0.97		0.97	1.00		0.99	0.99	
Frt		0.961			0.909			0.997			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	1627	0	1596	1429	0	1611	1810	0	1628	1731	0
Flt Permitted	0.950			0.656			0.522			0.950		
Satd. Flow (perm)	1608	1627	0	1077	1429	0	854	1810	0	1605	1731	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			20			20			20	
Link Distance (ft)		963			588			200			667	
Travel Time (s)		26.3			20.0			6.8			22.7	
Confl. Peds. (#/hr)	7		9	9		7	19		8	8		19
Confl. Bikes (#/hr)			14			5			2			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	67	118	42	3	66	103	28	346	8	152	366	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	160	0	3	169	0	28	354	0	152	410	0
Turn Type	Prot			Perm			Perm			Prot		
Protected Phases	7	4			8			2		1	6	
Permitted Phases				8			2					
Detector Phase	7	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		7.0	10.0	
Minimum Split (s)	12.1	23.1		23.3	23.3		24.4	24.4		12.3	23.3	
Total Split (s)	16.0	45.0	0.0	29.0	29.0	0.0	40.0	40.0	0.0	25.0	65.0	0.0
Total Split (%)	14.5%	40.9%	0.0%	26.4%	26.4%	0.0%	36.4%	36.4%	0.0%	22.7%	59.1%	0.0%
Maximum Green (s)	10.9	39.9		23.7	23.7		34.6	34.6		19.7	59.7	
Yellow Time (s)	3.0	3.2		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.1	1.9		2.3	2.3		2.4	2.4		2.3	2.3	
Lost Time Adjust (s)	-0.1	-0.1	0.0	-0.3	-0.3	0.0	-0.4	-0.4	0.0	-0.3	-0.3	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Ped		Ped	Ped		C-Min	C-Min		None	C-Min	
Walk Time (s)		7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)		10.0		11.0	11.0		12.0	12.0			10.0	
Pedestrian Calls (#/hr)		0		0	0		0	0			0	
Act Effct Green (s)	9.6	32.2		20.1	20.1		47.3	47.3		15.4	67.8	













M/A/B

Synchro 7 - Report

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500 N Greensboro Street Development
1: Weaver Street & SR 1772 (N Greensboro Street)

Build (2012) AM
1/9/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.09	0.29		0.18	0.18		0.43	0.43		0.14	0.62	
v/c Ratio	0.47	0.34		0.02	0.65		0.08	0.45		0.67	0.38	
Control Delay	58.4	30.7		35.3	53.6		24.7	27.7		52.2	9.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.4	30.7		35.3	53.6		24.7	27.7		52.2	9.3	
LOS	E	C		D	D		C	C		D	A	
Approach Delay		38.9			53.3			27.5			20.9	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	46	87		2	114		12	178		76	93	
Queue Length 95th (ft)	91	132		10	178		37	312		m152	260	
Internal Link Dist (ft)		883			508			120			587	
Turn Bay Length (ft)	100			125			75					
Base Capacity (vph)	166	592		235	312		367	779		296	1066	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.27		0.01	0.54		0.08	0.45		0.51	0.38	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 97 (88%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 29.9

Intersection LOS: C

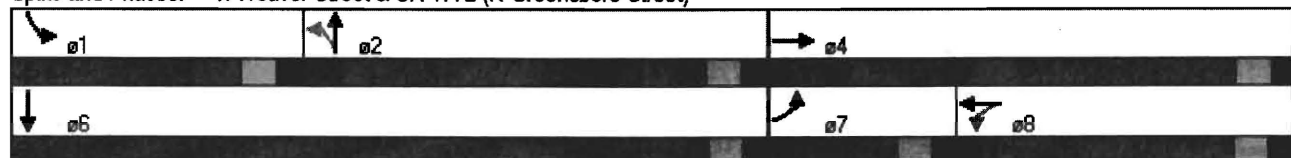
Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15













m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Weaver Street & SR 1772 (N Greensboro Street)



500 N Greensboro Street Development
 2: SR 1772 (N Greensboro Street) & SR 1780 (Estes Drive Extension)

Build (2012) AM
 1/9/2012

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	286	279	92	357	262	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	13	12	10	11
Grade (%)		-4%	-3%		-2%	
Storage Length (ft)	100			225	0	75
Storage Lanes	1			1	1	1
Taper Length (ft)	100			75	25	50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			0.98	0.98	0.96
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1745	1900	1916	1576	1620	1502
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1741	1900	1916	1540	1592	1438
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	30		35	
Link Distance (ft)		449	476		513	
Travel Time (s)		8.7	10.8		10.0	
Confl. Peds. (#/hr)	1			1	6	8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	4%	5%	5%
Adj. Flow (vph)	318	310	102	397	291	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	318	310	102	397	291	99
Turn Type	Prot			Perm		pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	7.0	10.0	10.0	10.0	7.0	7.0
Minimum Split (s)	12.1	21.4	25.2	25.2	24.1	12.1
Total Split (s)	33.0	77.0	44.0	44.0	33.0	33.0
Total Split (%)	30.0%	70.0%	40.0%	40.0%	30.0%	30.0%
Maximum Green (s)	27.9	71.6	38.8	38.8	27.9	27.9
Yellow Time (s)	3.0	3.8	3.7	3.7	3.0	3.0
All-Red Time (s)	2.1	1.6	1.5	1.5	2.1	2.1
Lost Time Adjust (s)	-0.1	-0.4	-0.2	-0.2	-0.1	-0.1
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Walk Time (s)			7.0	7.0	7.0	
Flash Dont Walk (s)			13.0	13.0	12.0	
Pedestrian Calls (#/hr)			0	0	0	
Act Effct Green (s)	24.2	76.1	46.9	46.9	23.9	48.1
Actuated g/C Ratio	0.22	0.69	0.43	0.43	0.22	0.44







M/A/B

Synchro 7 - Report

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500 N Greensboro Street Development
 2: SR 1772 (N Greensboro Street) & SR 1780 (Estes Drive Extension)

Build (2012) AM
 1/9/2012

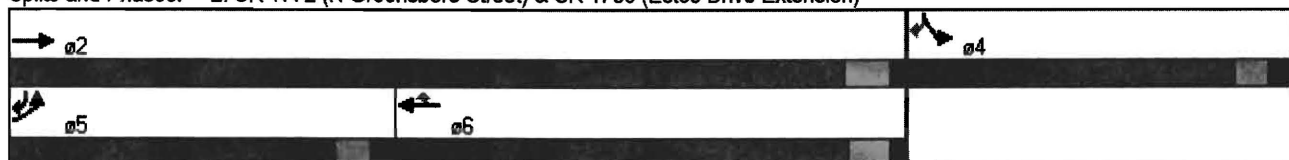
						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.83	0.24	0.12	0.61	0.83	0.15
Control Delay	58.9	7.4	17.2	24.5	60.2	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	7.4	17.2	24.5	60.2	14.6
LOS	E	A	B	C	E	B
Approach Delay		33.5	23.0		48.6	
Approach LOS		C	C		D	
Queue Length 50th (ft)	213	75	29	240	195	36
Queue Length 95th (ft)	308	123	54	166	287	59
Internal Link Dist (ft)		369	396		433	
Turn Bay Length (ft)	100			225		75
Base Capacity (vph)	445	1315	819	658	413	696
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.24	0.12	0.60	0.70	0.14

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 42 (38%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 33.9
 Intersection Capacity Utilization 46.4%
 Analysis Period (min) 15


















Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 2: SR 1772 (N Greensboro Street) & SR 1780 (Estes Drive Extension)



500 N Greensboro Street Development
3: Shelton Street & SR 1772 (N Greensboro Street)

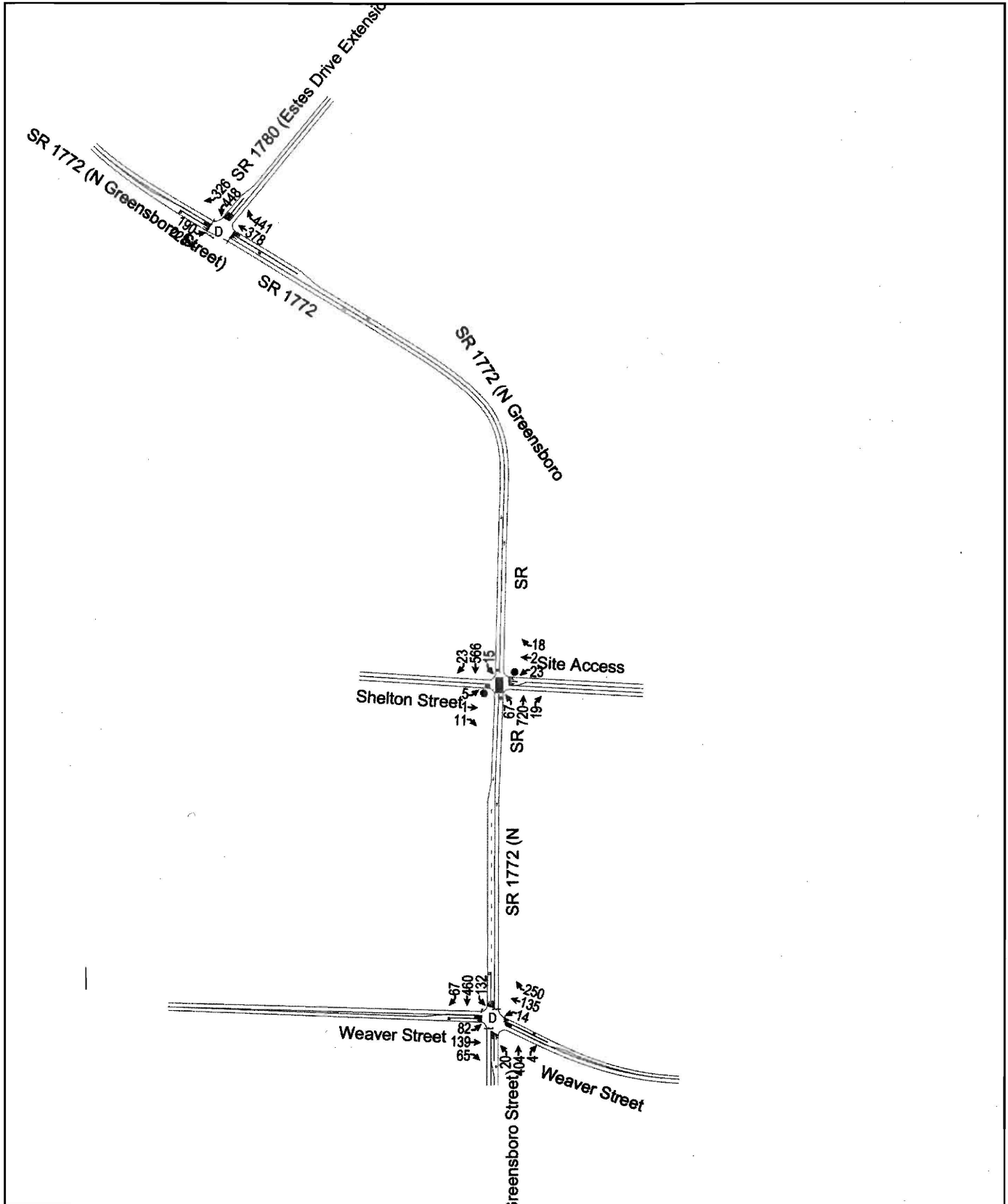
Build (2012) AM
1/9/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	1	11	12	1	9	7	400	15	11	499	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	1	12	13	1	10	8	444	17	12	554	0
Pedestrians								10			20	
Lane Width (ft)								13.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								1			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								983				
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95		
vC, conflicting volume	1078	1056	564	1070	1047	473	554			461		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1054	1031	564	1046	1022	415	554			403		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	98	93	99	98	99			99		
cM capacity (veh/h)	183	217	520	186	219	593	1011			1094		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	18	14	10	469	567							
Volume Left	4	13	0	8	12							
Volume Right	12	0	10	17	0							
cSH	336	188	593	1011	1094							
Volume to Capacity	0.05	0.08	0.02	0.01	0.01							
Queue Length 95th (ft)	4	6	1	1	1							
Control Delay (s)	16.3	25.7	11.2	0.2	0.3							
Lane LOS	C	D	B	A	A							
Approach Delay (s)	16.3	19.8		0.2	0.3							
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			47.1%		ICU Level of Service					A		
Analysis Period (min)			15									

M/A/B

500 N Greensboro Street Development
Levels of Service

Build (2012) PM























M/A/B

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500 N Greensboro Street Development
1: Weaver Street & SR 1772 (N Greensboro Street)

Build (2012) PM
1/9/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	139	65	14	135	250	20	404	4	132	460	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	9	12	10	12	12	10	11	12
Grade (%)		0%			1%			3%			-1%	
Storage Length (ft)	100		0	125		0	75		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75		25	50		25	50		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97	0.97		0.95	0.94		0.97	1.00		0.93	0.99	
Frt		0.952			0.903			0.999			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1608	0	1643	1418	0	1611	1813	0	1660	1752	0
Flt Permitted	0.950			0.617			0.360			0.950		
Satd. Flow (perm)	1607	1608	0	1012	1418	0	592	1813	0	1540	1752	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			20			20			20	
Link Distance (ft)		963			588			200			667	
Travel Time (s)		26.3			20.0			6.8			22.7	
Confl. Peds. (#/hr)	16		22	22		16	26		47	47		26
Confl. Bikes (#/hr)						21			9			2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	91	154	72	16	150	278	22	449	4	147	511	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	226	0	16	428	0	22	453	0	147	585	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.10	1.15	1.01	1.11	1.02	1.02	1.09	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot			Perm			Perm			Prot		
Protected Phases	7	4			8			2		1	6	
Permitted Phases				8			2					
Total Split (s)	13.0	55.0	0.0	42.0	42.0	0.0	38.0	38.0	0.0	17.0	55.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Act Effct Green (s)	8.4	48.9		35.5	35.5		34.2	34.2		11.9	51.1	
Actuated g/C Ratio	0.08	0.44		0.32	0.32		0.31	0.31		0.11	0.46	
v/c Ratio	0.72	0.32		0.05	0.94		0.12	0.80		0.82	0.72	
Control Delay	80.9	20.9		25.3	65.5		30.4	47.8		78.4	17.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	80.9	20.9		25.3	65.5		30.4	47.8		78.4	17.2	
LOS	F	C		C	E		C	D		E	B	
Approach Delay		38.1			64.1			47.0			29.5	
Approach LOS		D			E			D			C	













M/A/B

Synchro 7 - Report

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500 N Greensboro Street Development
1: Weaver Street & SR 1772 (N Greensboro Street)

Build (2012) PM
1/9/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	64	99		8	285		11	298		92	258	
Queue Length 95th (ft)	#152	156		24	#475		32	#466		m#150	m354	
Internal Link Dist (ft)		883			508			120			587	
Turn Bay Length (ft)	100			125			75					
Base Capacity (vph)	127	736		340	477		187	572		183	819	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.72	0.31		0.05	0.90		0.12	0.79		0.80	0.71	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 99 (90%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 42.9

Intersection LOS: D

Intersection Capacity Utilization 82.9%

ICU Level of Service E

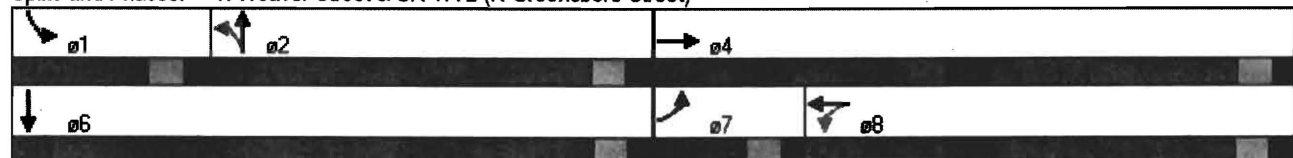
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Weaver Street & SR 1772 (N Greensboro Street)















500 N Greensboro Street Development

Build (2012) PM

2: SR 1772 (N Greensboro Street) & SR 1780 (Estes Drive Extension)

1/9/2012

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	190	228	378	441	448	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	13	12	10	11
Grade (%)		-4%	-3%		-2%	
Storage Length (ft)	100			225	0	75
Storage Lanes	1			1	1	1
Taper Length (ft)	100			75	25	50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00			0.95	0.92	0.94
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1745	1900	1954	1607	1668	1546
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1742	1900	1954	1530	1543	1454
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	30		35	
Link Distance (ft)		449	476		513	
Travel Time (s)		8.7	10.8		10.0	
Confl. Peds. (#/hr)	1			1	26	14
Confl. Bikes (#/hr)				26		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	211	253	420	490	498	362
Shared Lane Traffic (%)						
Lane Group Flow (vph)	211	253	420	490	498	362
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.02	0.97	0.94	0.98	1.08	1.03
Turning Speed (mph)	15			9	15	9
Turn Type	Prot			Perm		pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases				6		4
Total Split (s)	21.0	68.0	47.0	47.0	42.0	21.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Act Effct Green (s)	15.7	64.7	44.0	44.0	35.3	51.0
Actuated g/C Ratio	0.14	0.59	0.40	0.40	0.32	0.46
v/c Ratio	0.85	0.23	0.54	0.80	0.93	0.53
Control Delay	75.3	11.8	22.2	33.2	61.6	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.3	11.8	22.2	33.2	61.6	20.7
LOS	E	B	C	C	E	C
Approach Delay		40.7	28.2		44.4	
Approach LOS		D	C		D	

M/A/B

Synchro 7 - Report







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500 N Greensboro Street Development

Build (2012) PM

2: SR 1772 (N Greensboro Street) & SR 1780 (Estes Drive Extension)

1/9/2012

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	147	83	187	320	330	151
Queue Length 95th (ft)	#274	128	m252	m#448	#525	227
Internal Link Dist (ft)		369	396		433	
Turn Bay Length (ft)	100			225		75
Base Capacity (vph)	257	1118	782	612	561	695
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.23	0.54	0.80	0.89	0.52

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 62 (56%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 37.0

Intersection LOS: D

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.


















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 1772 (N Greensboro Street) & SR 1780 (Estes Drive Extension)



500 N Greensboro Street Development
3: Shelton Street & SR 1772 (N Greensboro Street)

Build (2012) PM
1/9/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1	11	23	2	18	67	720	19	15	566	23
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	1	12	26	2	20	74	800	21	17	629	26
Pedestrians								51			24	
Lane Width (ft)								13.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								5			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								983				
pX, platoon unblocked	0.78	0.78		0.78	0.78	0.78				0.78		
vC, conflicting volume	1680	1645	693	1698	1647	835	654			821		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1729	1685	693	1753	1688	650	654			633		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	98	97	42	97	94	92			98		
cM capacity (veh/h)	45	66	423	44	66	360	928			744		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	19	28	20	896	671							
Volume Left	6	26	0	74	17							
Volume Right	12	0	20	21	26							
cSH	112	45	360	928	744							
Volume to Capacity	0.17	0.61	0.06	0.08	0.02							
Queue Length 95th (ft)	14	58	4	7	2							
Control Delay (s)	43.6	169.3	15.6	2.1	0.6							
Lane LOS	E	F	C	A	A							
Approach Delay (s)	43.6	105.0		2.1	0.6							
Approach LOS	E	F										
Intersection Summary												
Average Delay			5.0									
Intersection Capacity Utilization			91.2%			ICU Level of Service				F		
Analysis Period (min)			15									

M/A/B



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, Jr.
SECRETARY

January 20, 2012

ORANGE COUNTY

Andrew Topp, PE, PTOE
Martin, Alexiou, and Bryson, PC
4000 Westchase Blvd, Suite 530
Raleigh, NC 27607

Subject: Proposed Shelton Street Development (Formerly 500 N. Greensboro St)
Located on SR 1772, (N. Greensboro Street)
Review of Updated Traffic Assessment

Dear Mr. Topp,

Per your request, this office has reviewed the updated traffic assessment dated January 9, 2012 for the above development. This office previously reviewed a traffic impact assessment for this project and provided correspondence dated June 30, 2011 which identified certain road improvements required of the developer to mitigate the anticipated traffic impacts of the site; specifically, installation of left turn lanes and pedestrian improvements on N. Greensboro Street at the Shelton Street/Site Access intersection. The updated traffic assessment reexamines the need for the left turn lanes based on revised trip generation related to modifications to the proposed development land uses. The updated assessment indicates that the decrease in development density has resulted in a decrease in trips. The updated traffic volumes were applied to the turn lane warrant criteria found in the NCDOT Policy on Street and Driveway Access to North Carolina Highways and found to not meet warrants due to the relatively low left turn volumes. The assessment also indicates that significant right of way constraints and anticipated impacts to adjacent properties make construction of the turn lane problematic. Therefore, based on the submitted information and site evaluation by NCDOT staff, this office concurs with the assessment findings and agrees to relieve the applicant of the previous requirement to construct turn lanes.

The updated assessment also includes evaluation of several scenarios for a connection to Parker Street. Based on the information provided, it appears that the restrictive 16' right

of way and existing uses on Parker Street substantially limit the ability to use Parker Street to better distribute site traffic at this time. This office does recommend that accommodations be made for a multi-modal connection in the event that Parker Street is substantially improved in the future.

Feel free to contact me if you have any questions.

Sincerely,



C. N. Edwards Jr., PE
District Engineer

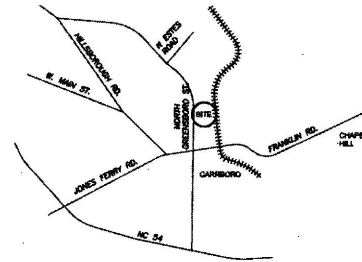
Cc: J. M. Mills, PE
Jeff Brubaker, Town of Carrboro

Shelton Station

Carrboro, North Carolina

B1(G)CZ Rezoning Application

CONTEXT MAP



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(919)829-0325
ANDREWTOPP@MABTRANS.COM

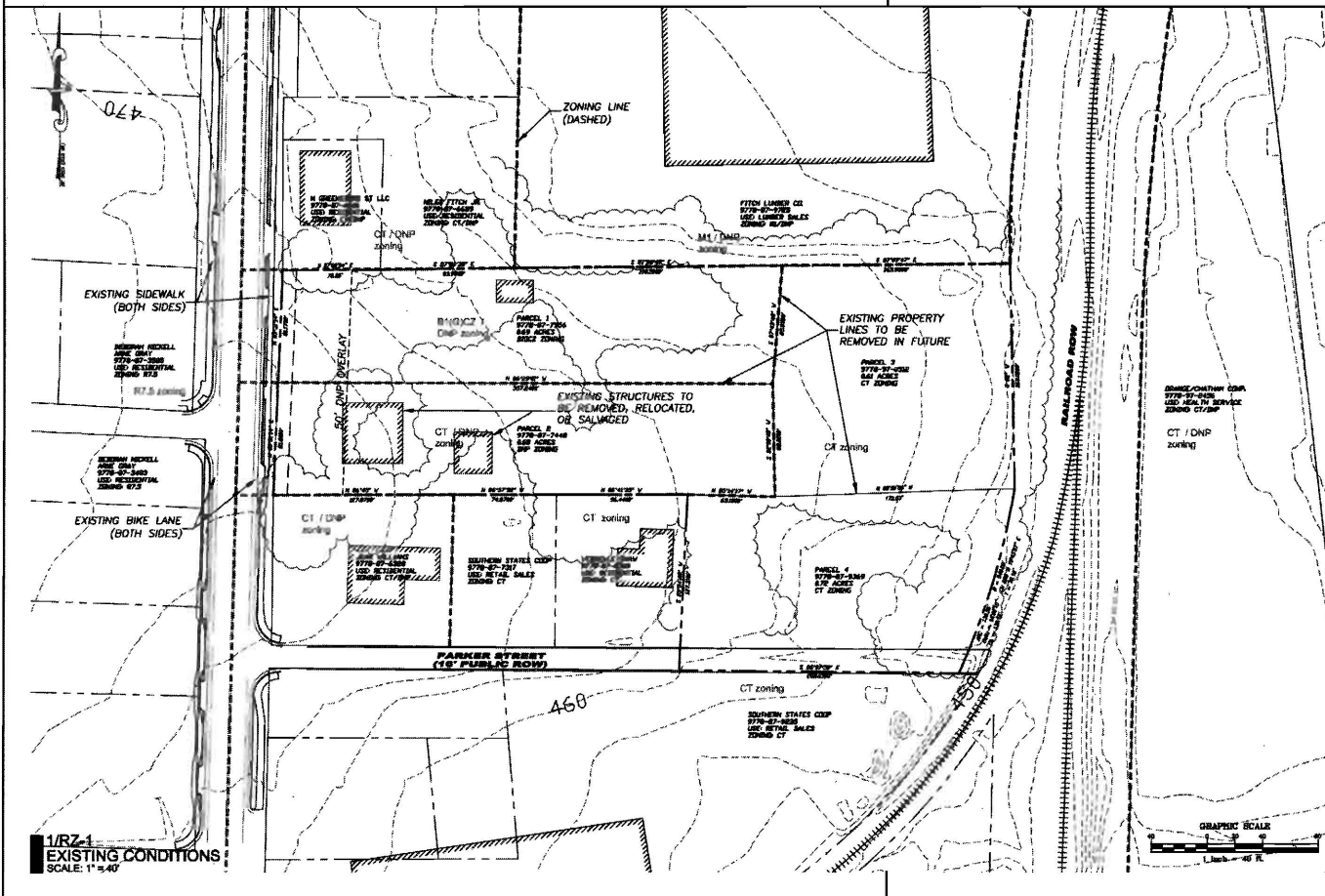
PROJECT DATA

PROPERTY: PARCEL 1
EXISTING ZONING: B1(G)CZ W/ DNP OVERLAY
PROPOSED ZONING: B-1(G)CZ W/ DNP OVERLAY
ACREAGE: 0.69 ACRES
ADDRESS: 500 N. GREENSBORO ST.
PIN: 9778-87-7556
OWNER: GREEN EQUITY, LLC

PARCEL 2
EXISTING ZONING: CT W/ DNP OVERLAY
PROPOSED ZONING: B-1(G)CZ W/ DNP OVERLAY
ACREAGE: 0.67 ACRES
ADDRESS: 402 N. GREENSBORO ST.
PIN: 9778-87-7448
OWNER: DAVID AND KAREN JESSEE

PARCEL 3
EXISTING ZONING: CT ZONING
PROPOSED ZONING: B-1(G)CZ
ACREAGE: 0.81 ACRES
PIN: 9778-87-0512
OWNER: DAVID AND KAREN JESSEE

PARCEL 4
EXISTING ZONING: CT ZONING
PROPOSED ZONING: B-1(G)CZ
ACREAGE: 0.72 ACRES
PIN: 9778-87-3302
OWNER: DAVID AND KAREN JESSEE



SHEETS

RZ-1 COVER SHEET / EXISTING CONDITIONS
RZ-2 CONCEPT PLAN



Project:
**SHELTON
STATION**
Carrboro,
North Carolina

REVISIONS
PIN: 9778-87-7028
9778-87-7448
9778-87-0512
9778-87-3302

NOT FOR CONSTRUCTION	
CJT Job Number:	1112
Drawn	CS
Checked	CS
Date	01_APR_2011
Revised	01_APR_2011
	02_JUN_2011
	03_JUN_2011
	01_SEPT_2011
	01_OCT_2011
	10_JAN_2012

Sheet Title
**COVER SHEET
EXISTING
CONDITIONS**
Sheet Number
RZ-1

**Economic & Community
Development**

Memo

To: Matt Efird, Interim Town Manager
From: Annette D. Stone, AICP
CC: Trish McGuire, AICP, Planning Director
Date: 1/20/2012
Re: Economic Analysis of New Development – Shelton Station

Town staff was asked to provide some basic economic analysis of the proposed Shelton Station development at/near 500 N. Greensboro Street. In a UNC School of Government Community and Economic Development Bulletin No. 7 dated April 2010 it states *"The most comprehensive way to determine how a development will affect a local government is to conduct a fiscal impact study. A fiscal impact study analysis estimates the costs of local government services needed to support a development."* Further the report reads *"By addressing both the cost and benefits to local government, a fiscal impact analysis makes it possible to determine a project's net fiscal effect on a jurisdiction. With this information public officials can determine whether the public benefits (revenues) of a particular development project will exceed the costs incurred by local government, thereby creating a positive return on the public investment in that project."*

Staff was asked to provide the following economic analysis information. In a Technical Memorandum dated January 18, 2012 provided by DPF, Inc., (Attachment H.2) on behalf of the applicant, the number of occupants projected for the project is 154 people. Estimated expenditures and revenues are based on a per capita calculation using the General Fund Budget for FY 2011-2012 and the 2010 Census data.

1. What does it cost the Town of Carrboro to have this site developed?
 - *The estimated annual cost of service delivery to the expected occupants of the project is approximately \$145,000*
2. What is the site impact on property tax/ potential sales tax?
 - *The estimated annual property tax revenue for this project at the Town's current tax rate is approximately \$82,600*
 - *The estimated annual sales tax revenue generated by the commercial component of this project is approximately \$25,500*
 - *The estimated annual additional per capita sales tax revenue generated by the residential component of this project is approximately \$23,300*
 - *The total estimated annual revenue generated by this project is \$131,450*
3. The numbers given us by Belmont-Sayre refer to commercial dollars generated over 24 years-that's a long way out, based on those numbers, would this development to pay for itself?
 - *Based on the figures above, the project would cause a net annual loss to the Town of \$13,500.*
5. Residential component: the sales tax distribution is based on population, how does a residential component support Carrboro's greater share of the sales tax distribution?
 - *Based on the current census data, the current population of Orange County is 133,800. The expected occupants of this project represent only 0.12% of the population, which is not a large enough figure to meaningfully affect the Town's share of countywide sales tax distribution.*

A spreadsheet of the cost-benefit analysis, with a fuller explanation of the figures above, is attached.

Additional economic impacts that are not quantified are the jobs created/supported by the construction of the project, sales tax generated by any local purchase of construction materials, and the opportunities created by the creation of 12,000 square feet of new commercial retail and 12,000 square feet of office space. According to the DPFG Technical Memorandum, this new space creates the opportunity for approximately 70 new jobs in the Town of Carrboro.

Shelton Station Cost-Benefit Analysis		
Costs		
Per Capita Cost of Service Delivery		\$ 944.23
Residential Units		96
Average Occupants/Unit		1.6
Total Expected Occupants		154
Estimated Cost of Service Delivery for Expected Occupants		\$ 145,033.73
Revenues		
Property Tax		
Unit	Value	Total Value
80 Multifamily Market-Rate Units	\$ 112,500	\$ 9,000,000
16 Multifamily Affordable Units	\$ 56,250	\$ 900,000
12,000sf Office	\$178/sqft	\$ 2,136,000
12,000sf Retail	\$165/sqft	\$ 1,980,000
Total Value		\$ 14,016,000
Tax Rate		\$ 0.005894
Total Property Tax Revenue		\$ 82,610.30
Sales Tax		
Retail Square Footage		12,000
Retail Revenue/SqFt		\$ 350
Sales Tax Rate		6.75%
Total Sales Tax Revenue		\$ 283,500.00
Carrboro Share		9%
Total Sales Tax Revenue		\$ 25,515.00
Total Expected Occupants		154
Per Capita Sales Tax Generation		\$ 151.46
Additional Sales Tax Generation		\$ 23,324.84
Total Anticipated Sales Tax		\$ 48,839.84
Total Anticipated Revenues		\$ 131,450.14
Anticipated Costs		\$ 145,033.73
Net Loss/Gain		\$ (13,583.58)



1340 ENVIRON WAY, SUITE 328
CHAPEL HILL, NC 27517
TEL (919) 321-0232
FAX (919) 869-2508
www.dpfg.com

January 18, 2012

Mr. Ken Reiter
Belmont Sayre, LLC
300 Blackwell Street 101-B
Durham, NC 27701

Subject: Shelton Station Benefits

Dear Mr. Reiter:

This Technical Memorandum summarizes the economic benefits related to the proposed Shelton Station Mixed-Use project on the Town of Carrboro.

As reflected in Table 1, Shelton Station is expected to increase the tax base of the Town of Carrboro by \$4.1 million and generate annual real property taxes of \$83,000.

Table 1: Real Property Taxes

Tax Valuation of Shelton Station - Building A

Commercial - Multifamily - Market	units	\$85,000 per unit	\$ -
Commercial - Multifamily - Affordable	units	\$42,500 per unit	-
Commercial - Retail	12,000 sf	\$178 per sft	2,134,000
Commercial - Office	12,000 sf	\$165 per sft	1,980,000
Total			<u>\$ 4,114,000</u>

Tax Valuation of Shelton Station - Building B

Commercial - Multifamily - Market	80 units	\$112,500 per unit	\$ 9,000,000
Commercial - Multifamily - Affordable	16 units	\$56,250 per unit	900,000
Total			<u>\$ 9,900,000</u>

Total Shelton Station Tax Value	\$ 14,014,000
Town of Carrboro tax rate per \$100 valuation	\$ 0.5894
Shelton Place Annual Town of Carrboro Property Tax	<u>\$ 83,000</u>

Based on characteristics of potential commercial tenants, the project is expected to employ approximately 70 full-time employees at full lease-up.

Table 2: Permanent Employment

Shelton Place Employment			
	Sq Ft	Sq Ft Per Employee	Employees
Office	12,000	300	40
Retail	12,000	400	30
Total	24,000		70

Shelton Station is expected to bring 154 permanent residents to the Town of Carrboro.

Table 3: Permanent Residents

Shelton Place Resident Population			
	Units	Persons Per Household	New Population
Commercial - Multifamily - Market	80	1.6	128
Commercial - Multifamily - Affordable	16	1.6	26
Total	96		154

At completion, Shelton Station is projected to generate revenues of over \$112,000 for the Town of Carrboro.

Table 4: Town of Carrboro Revenue Impacts

Shelton Place Town of Carrboro Revenues					
FY2012 Budget	Town of Carrboro FY2012	2011 Town of Carrboro Population	Revenues Per Capita	Shelton Place Population	Shelton Place Revenues
LOST* 1% Article 39	\$ 1,110,855	19,665	\$ 56.49	154	\$ 8,700
LOST 0.5% Article 40	\$ 742,622	19,665	\$ 37.76	154	5,800
LOST 0.5% Article 42	\$ 658,907	19,665	\$ 33.51	154	5,200
Franchise Tax - Electric	\$ 326,006	19,665	\$ 16.58	154	2,600
Video Sales Programming	\$ 225,123	19,665	\$ 11.45	154	1,800
Wine and Beer	\$ 29,571	19,665	\$ 1.50	154	200
Telecommunications Sales Tax	\$ 218,357	19,665	\$ 11.10	154	1,700
Motor Vehicle Licenses	\$ 271,000	19,665	\$ 13.78	154	2,100
Recreation Fees	\$ 168,587	19,665	\$ 8.57	154	1,300
Total Other Revenues					\$ 29,400
Real Property Taxes					83,000
					\$ 112,400

*LOST = Local Option Sales Tax

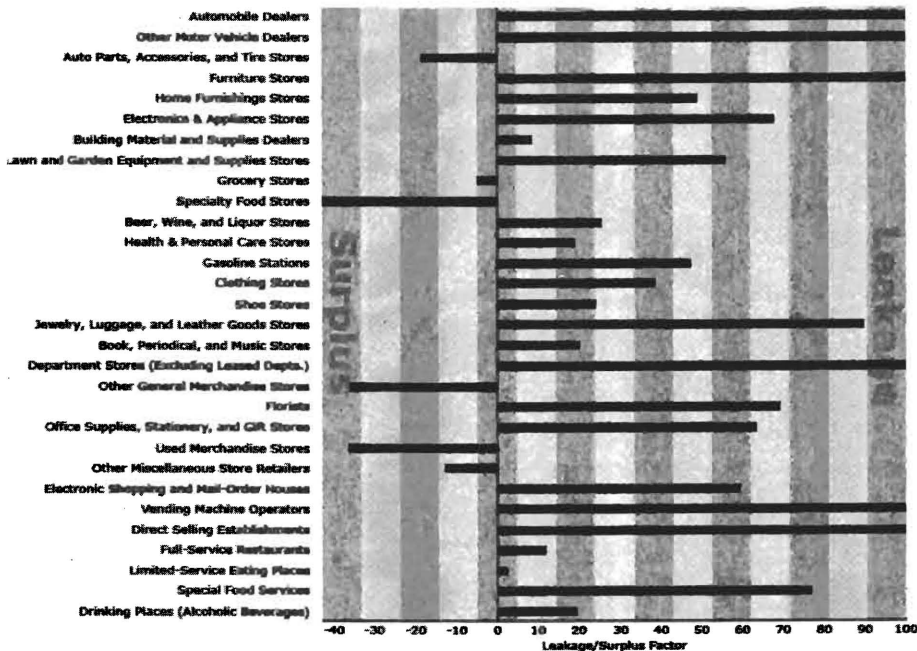
Not only will Shelton Station fill a commercial void in the tax base and business community of the Town of Carrboro it will also generate new consumers for existing Carrboro businesses. The following leakage report illustrates the extent to which current Carrboro residents are making purchases outside of Carrboro.

Summary Demographics						
2010 Population						17,483
2010 Households						6,094
2010 Median Disposable Income						\$35,861
2010 Per Capita Income						\$26,320
Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Establishments
Total Retail Trade and Food & Drink	44-45,722	\$175,595,738	\$95,856,082	\$79,739,656	28.4	128
Total Retail Trade	44-45	\$148,182,167	\$75,582,185	\$72,599,982	33.4	91
Total Food & Drink	722	\$27,413,571	\$20,273,897	\$7,139,674	15.0	37
Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Establishments
Motor Vehicle & Parts Dealers	441	\$34,535,816	\$2,071,818	\$31,663,998	84.6	7
Automobile Dealers	4411	\$30,688,470	\$0	\$30,688,470	100.0	0
Other Motor Vehicle Dealers	4412	\$1,863,139	\$0	\$1,863,139	100.0	0
Auto Parts, Accessories, & Tire Stores	4413	\$1,984,198	\$2,071,818	-\$87,620	-18.3	7
Furniture & Home Furnishings Stores	442	\$3,996,599	\$694,965	\$3,301,634	70.4	4
Furniture Stores	4421	\$1,967,716	\$0	\$1,967,716	100.0	0
Home Furnishings Stores	4422	\$2,028,883	\$694,965	\$1,333,918	49.0	4
Electronics & Appliance Stores	4431	\$4,516,806	\$864,732	\$3,651,674	67.8	5
Bldg Materials, Garden Equip. & Supply Stores	444	\$5,617,957	\$4,261,042	\$1,356,915	13.7	5
Bldg Material & Supplies Dealers	4441	\$4,791,911	\$4,030,137	\$761,774	8.6	4
Lawn & Garden Equip & Supply Stores	4442	\$826,046	\$230,905	\$595,141	56.3	1
Food & Beverage Stores	445	\$34,447,223	\$37,547,675	-\$3,100,452	-4.3	15
Grocery Stores	4451	\$32,701,790	\$35,990,021	-\$3,288,231	-4.8	9
Specialty Food Stores	4452	\$276,730	\$860,442	-\$583,712	-42.8	4
Beer, Wine & Liquor Stores	4453	\$1,468,694	\$867,212	\$601,482	25.7	2
Health & Personal Care Stores	446,4461	\$6,395,214	\$3,668,180	\$2,726,036	19.1	2
Gasoline Stations	447,4471	\$30,749,925	\$10,961,275	\$19,788,650	47.4	4
Clothing & Clothing Accessories Stores	448	\$7,582,671	\$3,035,385	\$4,547,286	42.8	15
Clothing Stores	4481	\$5,942,358	\$2,621,517	\$3,320,841	38.8	13
Shoe Stores	4482	\$589,242	\$397,778	\$191,464	24.4	1
Jewelry, Luggage & Leather Goods Stores	4483	\$1,051,071	\$56,092	\$994,979	89.9	1
Sporting Goods, Hobby, Book & Music Stores	451	\$4,711,085	\$2,276,543	\$2,434,542	34.8	9
Sporting Goods/Hobby/Musical Instr Stores	4511	\$3,017,835	\$1,155,275	\$1,862,560	44.6	7
Book, Periodical & Music Stores	4512	\$1,693,250	\$1,121,270	\$571,980	28.3	2
General Merchandise Stores	452	\$8,366,002	\$6,245,616	\$2,120,386	14.5	2
Department Stores Excluding Leased Depts.	4521	\$8,424,202	\$0	\$8,424,202	100.0	0
Other General Merchandise Stores	4529	\$2,941,800	\$6,245,616	-\$3,303,816	-36.0	2
Miscellaneous Store Retailers	453	\$2,982,674	\$3,932,369	\$1,050,305	21.4	22
Florists	4531	\$248,590	\$44,843	\$203,747	69.4	1
Office Supplies, Stationery & Gift Stores	4532	\$1,844,220	\$431,685	\$1,412,535	63.5	3
Used Merchandise Stores	4533	\$387,264	\$828,296	-\$441,032	-36.3	10
Other Miscellaneous Store Retailers	4539	\$502,600	\$847,545	-\$344,945	-12.6	8
Nestore Retailers	454	\$5,280,615	\$1,225,575	\$4,055,040	62.3	1
Electronic Shopping & Mail-Order Houses	4541	\$4,848,277	\$1,225,575	\$3,622,702	59.6	1
Vending Machine Operators	4542	\$317,796	\$0	\$317,796	100.0	0
Direct Selling Establishments	4543	\$118,542	\$0	\$118,542	100.0	0
Food Services & Drinking Places	722	\$77,413,571	\$20,273,897	\$57,139,674	15.0	37
Full-Service Restaurants	7221	\$14,059,625	\$13,638,292	\$421,333	12.1	22
Limited-Service Eating Places	7222	\$7,266,633	\$6,895,543	\$371,090	2.6	12
Special Food Services	7223	\$3,375,130	\$434,667	\$2,940,463	77.2	1
Drinking Places (Alcoholic Beverages)	7224	\$1,914,183	\$1,285,395	\$628,788	19.7	2

Data Notes: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>.

Sources: Esri and InfoGroup

Leakage/Surplus Factor by Industry Group



It was a pleasure to be of service. Please let us know if you have any questions or comments.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lucy L. Gallo".

Lucy L. Gallo
Principal

GENERAL AND LIMITING CONDITIONS

Every reasonable effort has been made to ensure that the data contained in this report are accurate as of the date of this study; however, factors exist that are outside the control of DPFG and that may affect the estimates and/or projections noted herein. This study is based on estimates, assumptions and other information developed by DPFG from its independent research effort, general knowledge of the industry, and information provided by and consultations with the client and the client's representatives. No responsibility is assumed for inaccuracies in reporting by the client, the client's agent and representatives, or any other data source used in preparing or presenting this study.

This report is based on information that was current as of January 2012, and DPFG has not undertaken any update of its research effort since such date.

Because future events and circumstances, many of which are not known as of the date of this study, may affect the estimates contained therein, no warranty or representation is made by DPFG that any of the projected values or results contained in this study will actually be achieved.

Possession of this study does not carry with it the right of publication thereof or to use the name of DPFG in any manner without first obtaining the prior written consent of DPFG. No abstracting, excerpting or summarization of this study may be made without first obtaining the prior written consent of DPFG. Further, DPFG has served solely in the capacity of consultant and has not rendered any expert opinions. This report is not to be used in conjunction with any public or private offering of securities, debt, equity, or other similar purpose where it may be relied upon to any degree by any person other than the client, nor is any third party entitled to rely upon this report, without first obtaining the prior written consent of DPFG. This study may not be used for purposes other than that for which it is prepared or for which prior written consent has first been obtained from DPFG. Any changes made to the study, or any use of the study not specifically prescribed under agreement between the parties or otherwise expressly approved by DPFG, shall be at the sole risk of the party making such changes or adopting such use.

This study is qualified in its entirety by, and should be considered in light of, these limitations, conditions and considerations.

AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO ALLOW
THE BOARD OF ALDERMEN TO APPROVE ADDITIONAL RESIDENTIAL DENSITY IN B-
1(G)-CZ ZONING DISTRICTS SUBJECT TO THE INCLUSION OF CONDITIONS FOR SITE
AND BUILDING ELEMENTS THAT WILL CREATE A MORE VIBRANT AND
SUCCESSFUL COMMUNITY
Ordinance No. 13/2011-12

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

Section 1. Section 15-182 (Residential Density) of the Land Use Ordinance is amended by the addition of a new subsection (i) that reads as follows:

(i) Notwithstanding the foregoing, density in the B-1(g) – CZ district may be determined in accordance with the provisions of Section 15-141.4(f).

Section 2. Subsection (c) of Section 15-141.4 is amended to read as follows:

(c) Subject to the provisions of subsections (f) and (g), the uses permissible within a conditional zoning district authorized by this section, and the regulations applicable to property within such a district, shall be those uses that are permissible within and those regulations that are applicable to the general use zoning district to which the conditional district corresponds, except as those uses and regulations are limited by conditions imposed pursuant to subsection (d) of this section. For example, property that is rezoned to a B-2-CZ district may be developed in the same manner as property that is zoned B-2, subject to any conditions imposed pursuant to subsection (d).

Section 3. Section 15-141.4 is amended by the addition of new subsections (f) and (g) to read as follows:

(f) Notwithstanding the foregoing, in approving a rezoning to a B-1(g) – CZ zoning district, the Board of Aldermen may authorize the property so zoned to be developed at a higher level of residential density than that otherwise permissible in B-1(g) zoning districts under Section 15-182 if the rezoning includes conditions that provide for site and building elements that will create a more vibrant and successful community. Site and building elements are intended to be selected from at least three of the following seven areas: stormwater management, water conservation, energy conservation, on-site energy production, alternative transportation, provision of affordable housing, and the provision of public art and/or provision of outdoor amenities for public use. Conditions that may be included to meet the above stated objective include but shall not be limited to the following:

- (1) Reduction in nitrogen loading from the site by at least 8% from the existing condition, as determined by the Jordan Lake Accounting Tool
- (2) Energy performance in building requirements to meet one or more of the following
 - a. Achieve 40% better than required in the Model Energy Code, which for NC, Commercial is ASHRAE 90.1-2004-2006 IECC equivalent or better, and Residential is IECC 2006, equivalent or better).
 - b. "Designed to Earn the Energy Star" rating.
 - c. Architecture 2030 goal of a 50 percent fossil fuel and greenhouse gas emission reduction standard, measured from the regional (or country) average for that building type.
 - d. AIA goals of integrated, energy performance design, including resource conservation resulting in a minimum 50 percent or greater reduction in the consumption of fossil fuels used to construct and operate buildings.
 - e. LEED certification to achieve 50% CO2 emission reduction, or LEED silver certification
 - f. US Conference of Mayors fossil fuel reduction standard for all new buildings to carbon neutral by 2030.

- g. Specific energy saving features, including but not limited to the following, are encouraged..
 - i. Use of shading devices and high performance glass for minimizing heating and cooling loads
 - ii. Insulation beyond minimum standards;
 - iii. Use of energy efficient motors/HVAC;
 - iv. Use of energy efficient lighting;
 - v. Use of energy efficient appliances
 - vi. LED or LED/Solar parking lot lighting (50-100% more efficient).
 - vii. Active and passive solar features.
- (3) Provision of onsite facilities (e.g. solar, wind, geothermal) that will provide 5% of electricity demand associated with the project.
- (4) Use of harvested rainwater for toilet flushing.
- (5) Parking lot meets the standard for a "green" parking lot, per the EPA document Green "Parking Lot Resource Guide."
- (6) Inclusion of Low Impact Development features.
- (7) Provision of covered bike parking sufficient to provide space for one space per every two residential units.
- (8) Provision of a safe, convenient, and connected internal street system or vehicle accommodation area designed to meet the needs of the expected number of motor vehicle, bicycle, pedestrian, and transit trips
- (9) Inclusion of at least one (1) parking space for car sharing vehicles
- (10) Provision of public art and/or outdoor amenities for public use.
- (11) Use of surface materials that reflect heat rather than absorb it.
- (12) Use of devices that shade at least 30% of south-facing and west-facing building facades.
- (13) Provision of affordable housing in accordance with Town policy.

(g) If a B-1(g) – CZ zoning district is created and, pursuant to subsection (f) of this section, a higher level of residential density than that otherwise permissible in B-1(g) zoning districts is approved for that district, then it shall be a requirement of such district that at least twenty percent (20%) of the total leasable or saleable floor area within all buildings located within such zoning district shall be designed for non-residential use. Occupancy permits may not be given for residential floor area if doing so would cause the ratio of residential floor area for which an occupancy permit has been issued to non-residential floor area for which an occupancy permit has been issued to exceed four to one (4:1).

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

Section 5. This ordinance shall become effective upon adoption.