

*Rec. 3/12/2015 cem*

Attachment B - 1

CARRBORO DEVELOPMENT GUIDE  
APPENDIX A

## APPENDIX A – 2

# PETITION FOR CHANGE OF ZONING FORM

# TOWN OF CARRBORO

## PETITION FOR CHANGE OF ZONING



PETITIONER:

Runyon Woods, partner, Woodhill NC, LLC

DATE:

2/25/2015

The Petitioner named above respectfully requests the Board of Aldermen of the Town of Carrboro to rezone the below-described property from M1 to M-3-CU zoning classification. The Petitioner furthermore submits the following information in support of this petition.

1. PETITIONER'S NAME Runyon Woods, partner, Woodhill NC, LLC  
 ADDRESS: PO BOX 4022, Chapel Hill NC 27515  
 TELEPHONE #:(919) 418-2121
  
2. INTEREST IN PROPERTY (IES):  
One of six owner-partners, all of whom are local and longtime residents
  
3. BROAD DESCRIPTION OF PROPERTY AREAS SOUGHT TO BE REZONED BY REFERENCE TO ADJOINING STREETS: 501 South Greensboro Street -- the site of the former Triem  
electric motor manufacturing business -- now derelict and vacant for 20+ years.
  
4. DESCRIPTION OF INDIVIDUAL LOTS SOUGHT TO BE REZONED:
  - a. OWNER: Woodhill NC, LLC  
 TAX MAP: \_\_\_\_\_ BLOCK: \_\_\_\_\_ LOT: \_\_\_\_\_ ACREAGE 5.977 PARCEL: 9778-93-0728  
 SUBDIVISION NAME: Triem Property FRONTAGE 326' DEPTH: 1117'  
 EXISTING STRUCTURES AND USES:  
two unused derelict buildings
  
  - b. OWNER: \_\_\_\_\_  
 TAX MAP: \_\_\_\_\_ BLOCK: \_\_\_\_\_ LOT: \_\_\_\_\_ ACREAGE \_\_\_\_\_ PARCEL: \_\_\_\_\_  
 SUBDIVISION NAME: \_\_\_\_\_ FRONTAGE \_\_\_\_\_ DEPTH: \_\_\_\_\_

CARRBORO DEVELOPMENT GUIDE  
APPENDIX A

EXISTING STRUCTURES AND USES :

\_\_\_\_\_  
\_\_\_\_\_

c. OWNER: \_\_\_\_\_

TAX MAP: \_\_\_\_\_ BLOCK: \_\_\_\_\_ LOT: \_\_\_\_\_ ACREAGE: \_\_\_\_\_ PARCEL: \_\_\_\_\_

SUBDIVISION NAME: \_\_\_\_\_ FRONTAGE: \_\_\_\_\_ DEPTH: \_\_\_\_\_

EXISTING STRUCTURES AND USES :

\_\_\_\_\_  
\_\_\_\_\_

d. OWNER: \_\_\_\_\_

TAX MAP: \_\_\_\_\_ BLOCK: \_\_\_\_\_ LOT: \_\_\_\_\_ ACREAGE: \_\_\_\_\_ PARCEL: \_\_\_\_\_

SUBDIVISION NAME: \_\_\_\_\_ FRONTAGE: \_\_\_\_\_ DEPTH: \_\_\_\_\_

EXISTING STRUCTURES AND USES :

\_\_\_\_\_  
\_\_\_\_\_

5. NAMES AND ADDRESSES OF ALL PERSONS WHOSE PROPERTY OR ANY PART THEREOF IS WITHIN 1000 FEET IN ANY DIRECTION OF THE PROPERTY SOUGHT TO BE REZONED.

NAME	ADDRESS
<del>per instructions from TOC, we are using addresses that will be provided by TOC after 3/17/2015. These addresses will be attached to stamped envelopes that we provide, so that the town may send one mailing to inform residents of both the rezoning request and public hearing.</del>	

6. HAS THIS PROPERTY BEEN THE SUBJECT OF A ZONING CHANGE SINCE 1979? YES \_\_\_ NO X\*  
IF "YES", WHEN? \_\_\_\_\_ (\*to best of our knowledge -- site of Triem Inc. since 1968)

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?  
see attached

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\_\_\_\_\_  
\_\_\_\_\_

CARRBORO DEVELOPMENT GUIDE  
APPENDIX A

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

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

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

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WHEREFORE, THE PETITIONER REQUESTS THAT THE OFFICIAL ZONING MAP BE AMENDED AS SET OUT ABOVE. THIS IS THE 25<sup>th</sup> DAY OF February, 2015.

PETITIONER'S SIGNATURE: [Signature]  
FOR WOODHILL N.C. LLC

**PLEASE NOTE:**  
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.

## PETITION FOR A CHANGE OF ZONING – QUESTION 7

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

With the exception of the three M-1 lots to the south, the area surrounding 501 South Greensboro Street is heavily residential. The 3 M-1 lots have two office buildings and a storage facility.

The M-3-CU zoning allows retail and restricted restaurant uses while keeping the possibility of manufacturing. The retail and restaurant service uses proposed for the rezoned 501 South Greensboro Street are currently unavailable in the immediate surrounding area. The rezoning will serve the adjacent residential and office uses with uses that are complimentary to them, allowing current residents and office workers pedestrian access to retail and restaurant services.

As per Carrboro Vision 20/20 3.1, our development has appropriate buffers, does not compromise the integrity of existing neighborhoods, and will, in conjunction with NCDOT, have a positive environmental impact of remedying existing flooding.

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

The property is an opportunity for infill development providing pedestrian access to retail and restaurant services from the surrounding homes. At the same time, the M-3-CU zone provides the potential for manufacturing use of the property to return.

This property is located along a main corridor into Carrboro. The area is composed primarily but not exclusively of residential uses. The property is well suited for the uses allowed in M-3-CU, since that district is designed to allow a broad range of business uses, and is in close proximity to residential uses.

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

Currently the site has two abandoned buildings in disrepair. Since taking ownership we have secured the buildings numerous times against intrusion by vagrants. In its current state, this property can only have a negative effect on adjacent property values. Rezoning this property to M-3-CU and approving a CUP as a part of that rezoning can only increase the value of adjacent properties.

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

Since the factory closed 20 plus years ago, the property has been derelict, abandoned and subjected to persistent flooding. Rezoning the property to M-3-CU will allow a mix of uses that will enable restoration of the property and correction of the flooding. The mix of uses in M-3-CU is the mix that most encourages the remedial actions necessary to carry out the principles of the project.

The project design is based on three principles:

1. finding a solution that corrects the persistent flooding of the subject property, with the subtext of contributing to solving the trailer park flooding across South Greensboro Street,

2. removing a derelict eyesore and creating an attractive energy efficient commercial property on one of the town's major entranceways, with the subtext of creating jobs, expanding the commercial tax base and paying for the flood correction and

3. building a property that will encourage bicycle use and pedestrian travel with the aim of expanding the walkable community south along South Greensboro Street to the residential neighborhoods south of the bypass. While encouraging non-motorized access, the plan must also recognize that, given the proximity of the bypass and the lack of a sidewalk up South Greensboro Street, the current character of the site is mostly vehicular. Therefore the plan must assure that adequate parking exists and vehicular access is achieved as safely as possible, while simultaneously encouraging non-vehicular access and ensuring that the existing road network is also made safer.

The return achieved from retail and restaurant uses as allowed in M-3-CU provides the necessary funding to accomplish all three of the principles of the project design. As per Carrboro Vision 20/20 3.312, South Green is connected to pedestrian areas. We are increasing Carrboro's walkability.

As per Carrboro Vision 20/20 4.0, South Green will improve auto, bicycle, and pedestrian traffic. We are improving pedestrian traffic by creating a walking destination, adding sidewalks and crosswalks. We are improving bicycle traffic by extending the Carrboro bike path. We are improving auto and bicycle traffic by creating a roundabout that will ease congestion caused by cars turning left onto Old Pittsboro Road, and will at the same time have a traffic calming effect.

While our proposed development is not technically in the downtown area, we recognize that we are in a central location that is both a gateway to Carrboro and accessible to downtown by foot, bicycle, and auto. Therefore we have considered the town planning documents Downtown Circulation Study, and Downtown Carrboro New Vision.

As per Downtown Circulation Study: (A.4) we are fixing storm water drainage systems. (A.14) we are adding a modern roundabout -- increasing vehicular and pedestrian safety. (C 12.) Our roundabout will calm traffic on South Greensboro Street. (E.) our bike path improves bike-ability.

As per Downtown Carrboro New Vision:

**Buildings:** Our design aesthetic is evocative of the mill-like character of Carrboro.

**Walkability:** South Green will enhance the walkability of Carrboro by providing a new destination, along with new, well-lit sidewalks that are buffered by planting strips.

**Crossings:** Both the retail development and the roundabout will offer well-lit crossings with highly visible markings.

**Lighting:** Our LED street lighting offers safety, minimized light spill, and energy efficiency.