



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Meeting Agenda Town Council



Tuesday, February 11, 2020

7:00 PM

Council Chambers - Room 110

7:00-7:05

A. POETRY READING, RESOLUTIONS, PROCLAMATIONS, AND ACKNOWLEDGEMENTS

7:05-7:10

B. ANNOUNCEMENT OF UPCOMING MEETINGS

7:10-7:15

C. REQUESTS FROM VISITORS AND SPEAKERS FROM THE FLOOR

Comments are limited to three minutes per speaker.

7:15-7:25

D. CONSENT AGENDA

1. [20-117](#) Approval of Minutes from January 21, 2020
2. [20-116](#) Request for a CUP Permit Extension for the Hilton Garden Inn hotel proposed for 390 E. Main Street
PURPOSE: The Board is asked to review and consider approving a request for an extension of the date when a Conditional Use Permit would otherwise expire for the Hilton Garden Inn CUP. Town staff recommends approval of the request.
Attachments: [Attachment A - HGI Resolution Granting Permit Extension 2020](#)
[Attachment B - HGI Permit Extension request 2020](#)
3. [20-113](#) Authorization for the Town Manager to Execute Amendments to the Development Agreement and Professional Design Services Contract Regarding South Greensboro Street Property and Approval of Amendments to the Capital Projects Ordinance and Reimbursement Resolution.
PURPOSE: The purpose of this item is to provide the Town Council with an opportunity to authorize the Town Manager to execute the noted amendments to an

existing agreement and contract related to design, permitting, and construction of a building and associated parking at 203 S. Greensboro Street that would provide for the Orange County Southern Branch Library, Town of Carrboro Recreation and Parks Program, Orange County Skills Development Center, WCOM Radio, and other uses. Approval of the Capital Project Ordinance and increases funding for the redesign effort.

Attachments: [Attachment A -Resolution 2-11-2020](#)
[Attachment B - First Amended Development Agreement](#)
[Attachment C - CP Ordinance - 203 Project - Amendment](#)
[Attachment D - Reimbursement Resolution](#)

4. [20-77](#)

Update and Information Regarding Draft Advisory Board Recruitment and Outreach Plan

PURPOSE: The purpose of this item is for the Town Council to review the draft outreach plan being developed by staff and to see the ongoing efforts.

Attachments: [Attachment A - Draft Advisory Board Diversity Recruitment Outreach and Communications Plan](#)
[Attachment B - Outreach Details to Date](#)

5. [19-365](#)

A Request to Amend the Rogers Road Sidewalk Capital Improvement Project Ordinance

PURPOSE: The purpose of this item is to request that the Town Council authorize the use of Orange County Transit Funds for additional costs associated with the Rogers Road sidewalk project and to amend the Capital Project Ordinance accordingly.

Attachments: [Attachment A - Budget Amendment for Rogers Road Sidewalk Capital Improvement Project Ordinance](#)
[Attachment B - Carrboro Confirmation of Funds for Rogers Road Bus Shelter and Related Capital Improvements](#)

6. [20-118](#)

Conditional Use Permit Extension Request for Mixed Use Building on Commercially Zoned Property within Claremont South PUD

PURPOSE: The Town Council is asked to review a request for an extension of date when Conditional Use Permit would otherwise expire for the Mixed Use Building on Commercially Zoned Property with Claremont South PUD. This CUP permit expires on February 27th, 2020. The town staff recommends approval of the request.

Attachments: [Attachment A- Staff Report](#)
[Attachment B- Permit Extension Request from Applicant](#)
[Attachment C- CUP Extension Resolution](#)

E. OTHER MATTERS

7:25-7:45**1. [20-108](#)****Orange County Partnership to End Homelessness 2019 Activities Report**

PURPOSE: The purpose of this agenda item is to update the Town Council on the activities of the OCPEH and also review an update to the homeless service system gaps analysis.

Attachments: [Attachment A 2019 OCPEH REPORT](#)
[Attachment B 2019 HOMELESS INFOGRAPHIC](#)
[Attachment C HOMELESS SYSTEM GAPS ANALYSIS](#)

7:45-8:30**2. [20-109](#)****Presentation of the Chapel Hill Transit Short Range Transit Plan**

PURPOSE: The purpose of this agenda item is for the Town Council to receive a presentation of the Short Range Transit Plan (SRTP).

Attachments: [Attachment A SRTP Manager Summary 9-9-19](#)

8:30-8:50**3. [20-82](#)****Capital Improvement Plan FY 2020-21 through FY 2024-25**

PURPOSE: To present a report to the Town Council on the proposed Capital Improve Plan (CIP) for FY 2020-21 through FY 2024-25

Attachments: [Rsltn to Accept Report on CIP](#)
[Attachment B - FY21-25 CIP - Feb 11 2020](#)

8:50-9:10**4. [20-112](#)****HR-MU Zoning Follow-up Report and Possible Request-to-Set a Public Hearing**

PURPOSE: The purpose of this agenda item is to provide the Town Council with a follow-up report relating to the draft text amendment establishing the Historic Rogers Road Zoning Districts.

Attachments: [Attachment A - Resolution](#)
[Attachment B - Draft LUO Ordinance to Establish HR-MU-CZ District 02-05-2020](#)
[Attachment C - Staff Memo](#)

9:10-9:30**5. [20-114](#)****Update on Roberts Street Improvement Options**

PURPOSE: The purpose of this item is to provide the Council with an update on

the status of potential improvements to Roberts Street and seek a resolution to hold a neighborhood meeting for Roberts Street residents.

Attachments: [Attachment A - A Resolution for Undertaking Roadway Improvements on Roberts Street](#)

9:30-9:45

6. [19-382](#)

Transportation Projects Update

PURPOSE: The purpose of this agenda item is to provide the Town Council with an update on the status of ongoing transportation projects around town.

Attachments: [Attachment A - Update on Transportation Projects Feb 2020](#)

9:45-10:10

7. [20-106](#)

Discussion of Connector Roads Policy

PURPOSE: The purpose of this item is to provide the Town Council with an opportunity to discuss policies and regulations related to street connections.

Attachments: [Attachment A - Resolution](#)
[Attachment B - Draft Ordinance 15-217_02112020](#)
[Attachment C - LUO ART-XIV](#)
[Attachment D - CON-ROADS-OCTOBER2003](#)

F. MATTERS BY COUNCIL MEMBERS



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-117

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

Approval of Minutes from January 21, 2020



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-116

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Request for a CUP Permit Extension for the Hilton Garden Inn hotel proposed for 390 E. Main Street

PURPOSE: The Board is asked to review and consider approving a request for an extension of the date when a Conditional Use Permit would otherwise expire for the Hilton Garden Inn CUP. Town staff recommends approval of the request.

DEPARTMENT: Planning Department

CONTACT INFORMATION: Jeff Kleaveland, 919-918-7332

INFORMATION: Laura Van Sant, on behalf of Main Street Properties of Chapel Hill LLC, has requested a two year extension of the date on which a previously issued Conditional Use Permit (CUP) will otherwise expire (Attachment B-1).

The original permit for the project was issued on March 8 2016 (Attachment B-2) and since then two permit extensions have been issued by the Board (in two year increments) bringing the current expiration date to March 8, 2020. If this item is approved, the new expiration date will be March 8, 2022.

The permit allows for the creation of a five-story hotel located on 390 E. Main Street (PIN 9778968060).

Permit extensions are regulated by Section 15-62 of the LUO (Attachment B-10). Also attached is a permit extension worksheet (Attachment B-12); this is only needed if the Board chooses to pull the item from the consent agenda and discuss. Otherwise, the Board may simply approve the resolution approving the request (Attachment A)

Regarding construction, the applicant has finished three round of construction plan review but have paused their resubmittals. The last time construction plans were reviewed by this office was in June 2018.

As stated in the applicant's request, "Main Street Properties of Chapel Hill LLC is proceeding with due diligence and in good faith toward using this property in accordance with the CUP." (Attachment B-1).

Prior to construction authorization, the applicant will be required to hold a neighborhood pre-construction meeting whereby the construction management plan (as submitted during CUP permitting) will again be reviewed and modified as needed.

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

FISCAL & STAFF IMPACT: The applicant has paid the applicable fee associated with this request. No other impact is noted.

RECOMMENDATION: Town staff recommends that the Board of Aldermen adopt the attached resolution (Attachment A) approving the permit extension request. The new expiration date for the permit will be March 8, 2022.

A RESOLUTION APPROVING AN EXTENSION OF THE DATE ON WHICH A
CUP WOULD OTHERWISE EXPIRE FOR THE 390 E. MAIN STREET, HILTON GARDEN
INN HOTEL CUP

WHEREAS, the Carrboro Board of Aldermen approved a Conditional Use Permit for the 390 E. Main Street, Hilton Garden Inn Hotel Conditional Use Permit on March 8, 2016; and

WHEREAS, the Carrboro Board of Aldermen first extended the expiration date for this permit to March 8th, 2018; and

WHEREAS, the Carrboro Board of Aldermen second extended the expiration date for this permit to March 8th, 2020; and

WHEREAS, the Board of Aldermen finds, per Section 15-62(c) of the LUO, that: 1) the CUP has not yet expired, 2) the permit recipient has proceeded with due diligence and in good faith, and 3) conditions have not changed so substantially as to warrant a new application.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the expiration date for the 390 E. Main Street, Hilton Garden Inn Hotel Conditional Use Permit is hereby extended by two years to March 8th, 2022



Feb. 6, 2020

Jeff Kleaveland
Zoning Development Specialist
Town of Carrboro
301 W. Main St.
Carrboro, NC 27510

Dear Jeff:

This letter serves as a request for a two-year extension of the conditional-use permit for the Hilton Garden Inn at 390 E. Main St.

Main Street Properties of Chapel Hill LLC is proceeding with due diligence and in good faith toward using this property in accordance with the CUP. Both MSP and our hotel partners have spent extensive money and time to develop construction plans for the hotel. Currently both parties are actively making another effort to figure out how to make this project work financially.

Should you need additional information, please contact me at 919-923-4343 or laura@eastmainsquare.com.

Yours truly,

Laura Van Sant



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FILED Mark Chilton
Register of Deeds, Orange Co, NC
Recording Fee: \$26.00
NC Real Estate TX: \$0.00

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<p>PREPARED BY AND RETURN TO: TOWN CLERK TOWN OF CARRBORO 301 West Main Street CARRBORO, NORTH CAROLINA 27510</p>



**ORANGE COUNTY
NORTH CAROLINA**

**TOWN OF CARRBORO
CONDITIONAL USE PERMIT, MAJOR MODIFICATION**
(Formerly The Butler Mixed-Use Building)

On the date(s) listed below, the Board of Aldermen of the Town of Carrboro met and held a public hearing to consider the following application:

APPLICANT: Main Street Properties, LLC, of Chapel Hill, NC.
OWNERS: Main Street Properties, LLC, of Chapel Hill, NC.
PROPERTY LOCATION (Street Address): 390 E. Main Street
TAX MAP, BLOCK, LOT(S): 9778968060 <i>SLB</i>
PROPOSED USE OF PROPERTY: Construction of a five-story hotel.
CARRBORO LAND USE ORDINANCE USE CATEGORY: Hotel Use #34.100
MEETING DATES: January 26, 2016, February 23, 2016 and March 8, 2016

Having heard all the evidence and arguments presented at the hearing, the Board finds that the application is complete, that the application complies with all of the applicable requirements of the Carrboro Land Use Ordinance for the development proposed, and that therefore the application to make use of the above-described property for the purpose indicated is hereby approved, subject to all applicable provisions of the Land Use Ordinance and the following conditions:

1. The applicant shall complete the development strictly in accordance with the plans submitted to and approved by this Board, a copy of which is filed in the Carrboro Town Hall. Any deviations from or changes in these plans must be submitted to the Development Review Administrator in writing and specific written approval obtained as provided in Section 15-64 of the Land Use Ordinance.
2. If any of the conditions affixed hereto or any part thereof shall be held invalid or void, then this permit shall be void and of no effect.



3. Prior to issuance of a certificate of occupancy the applicant will provide a Public Bike Path Easement for the portion of the Libba Cotton bike path that encroaches on the subject property.
4. That the retaining wall that fronts the bike way is at least 18" tall and has mounted on it a railing such that the total height of the wall and railing or fence is at least 48".
5. That the applicant provide at some location along the length of the proposed 5' sidewalk along the northern frontage of the hotel a concrete pad/turnout sufficient for a wheelchair. Said pad/turnout shall meet ADA requirements.
6. That the Board of Aldermen hereby finds that the maximum parking space demand estimate of up to 157 parking spaces for the hotel is sufficient to serve the needs of the proposed hotel based upon the applicant's parking analysis and narrative justifying the arrangement based upon their joint-use parking experience with the *300 E. Main St. CUP* parking inventory as well as the site's proximity to bus lines, bicycle lanes and existing pedestrian facilities. Furthermore, the Board finds that 39 parking spaces are provided on-site while the remaining 118 are located on the adjacent *300 E. Main St. CUP* property and are considered satellite spaces. Said satellite spaces shall be allocated by the required modification of the *300 E. Main Street CUP*.
7. That the Board of Aldermen hereby finds that the existing truck loading and unloading areas on the adjacent property are sufficient to accommodate delivery operations for the hotel in a safe and convenient manner based upon information provided by the applicant. Prior to construction plan approval, said areas shall be provided with a recorded easement granting the hotel the right to use them in this manner.
8. That prior to construction plan approval and the issuance of a certificate of occupancy, the applicant provide evidence from NCDEQ that they have a plan approved by NCDEQ in place to satisfy all applicable provisions of the applicant's Brownfield Agreement with NCDEQ prior to or during construction of the hotel facility.
9. Prior to construction plan approval, that the applicant revise their landscape plan to include plants that are known to benefit pollinator insects per the recommendations of the NC Cooperative Extension and the Xerces Society. Said plans shall exclude those that are considered invasive per Appendix E of the Land Use Ordinance.
10. That the Landscape Plan of the project be revised to include the plantings on the roof deck of the building's first level as shown on the "exterior renderings" of the proposed hotel on sheet A3.3 (dated 2/12/16) from the plan set presented to the Board of Aldermen.
11. That the requirement of the standard Type A screening requirement between the hotel and the parking deck expansion be waived per the applicant's written waiver request letter.
12. That the applicant record on a plat landscape easements on the *300 East Main Street CUP* property sufficient to plant the six additional canopy trees needed to satisfy the tree canopy and shading requirements of the LUO.
13. The Board of Aldermen finds it acceptable for the applicant to use a Filterra Biofiltration/Bioretenention System stormwater device, whose NCDEQ approval is still pending, to manage and treat stormwater runoff during the interim surface-parking phase. If the Filterra is not sooner listed as an approved device by NCDEQ, the applicant's right to use the Filterra for the interim surface parking phase will expire three years after the issuance of a Certificate of Occupancy for the hotel and applicant will then either direct the relevant stormwater into its existing approved system under the existing parking deck or replace the Filterra with an alternate NCDEQ approved device subject to the Town's approval.
14. That, prior to construction plan approval, the applicant provide evidence explaining how operation and maintenance responsibilities of the stormwater system will be shared by the owners of the subject property and the adjacent *300 East Main St. CUP* properties.
15. That the applicant shall provide to the Zoning Division, prior to the recordation of the final plat for the project or before the release of a bond if some features are not yet in place at the time of the recording of the final plat, Mylar and digital as-builts for the stormwater features of the project. Digital as-builts shall be in DXF format and shall include a base map of the whole project and all separate plan sheets. As-built DXF files shall include all layers or tables containing storm drainage features. Storm drainage features will be clearly delineated in a data table. The data will be tied to horizontal controls.
16. Per Section 15-263.1, that the developer shall include a detailed stormwater system maintenance plan, specifying responsible entity and schedule. The plan shall include scheduled maintenance activities for each stormwater BMP in the development, performance evaluation protocol, and frequency of self-reporting requirements (including a proposed self-reporting form) on maintenance and performance. The plan and supporting documentation



- shall be submitted to Town engineer and Environmental Planner for approval prior to construction plan approval.
17. That, prior to issuance of a CO, a final plat, or the certification of a stormwater BMP, the Town may require a performance security to be posted for a period of two years per the provisions of Section 15-263(i).
 18. That, prior to construction plan approval, the applicant obtain the required permissions and authorization from OWASA as they pertain to the proposed sewer system.
 19. That the developer provide a written statement from the electrical utility stating that electric service can be provided to all locations shown on the construction plans prior to the approval of the construction plans.
 20. That prior to construction plan approval the applicant demonstrate compliance with the outdoor lighting provisions of Section 15-242 and 243 of the LUO for the outdoor fixtures associated with the interim parking lot.
 21. That, prior to issuance of the building permit for the parking deck expansion, the applicant must demonstrate that structurally and dimensionally sufficient secondary emergency access to the hotel is provided to the extent reasonably required by the Fire Department. This access shall require the review and approval of the Fire Department.
 22. That fire flow calculations and building-sprinkler design (as required) must be submitted and approved by the Town Engineer and Town Fire Department prior to construction plan approval.
 23. That the project be phased such that Phase A, beginning immediately will include the construction of the hotel, interim parking, and required stormwater BMPs. Phase B will begin by or before a five year period following the issuance of a certificate of occupancy of the new hotel.
 24. That the Board hereby grants a deviation in the glazing requirements of Section 15-178 allowing 42% ground floor and 36.9% overall glazing due to the location of the building with respect to Main Street as described in the Appearance Commission's recommendation dated October 1st, 2015.
 25. That prior to building permit approval and the issuance of a certificate of occupancy, the client demonstrate that the plans and the completed building incorporate the building design and performance measures described by the applicant's responses to the EAB's *Green and Sustainable Buildings Checklist*. These measures include, but are not limited to, reducing energy consumption by 20% from the standard model (ASHRAE/IESNA Standard 90.1-2004), using 30% materials with recycled content (per ISO 14021), using low-emitting materials for paints, adhesives, and materials, and, using high-albedo roofing materials. Such efforts will be in accordance with the standards referenced by the applicant in Attachment Q (attached herein) of the Board's agenda materials. The high-albedo roofing material shall exceed the EPA's Energy Star requirements, be listed with the Cool Roof Rating Council and be compliant with California's Title 24 Energy Efficiency Building Standards.
 26. That prior to construction plan approval, the applicant submit materials to satisfy the Construction Management Plan provisions of Section 15-49(c1).
 27. That proposed signage for Hilton Garden Inn must be presented to the Board of Aldermen for review prior to approval.
 28. The developer proposes to use the existing parking garage that is part of the *300 East Main St. CUP* (herein referred to as the "Property") to accommodate some of the parking requirements related to the construction of a 5-story Hilton Hotel at 390 E. Main Street. As a condition of approval of the modified Conditional Use Permit for 390 E. Main Street for the construction of a 5-story Hilton Hotel, the developer shall, within ninety (90) days of approval of the modified conditional use permit, cause a study to be conducted by a qualified professional of the actual usage of parking at the existing *300 East Main Street CUP* parking garage and at the existing surface parking (together referred to as the "On-site Parking") at the Property. A report of the parking study shall be delivered to the Town within 150 days of approval of a modified Conditional Use Permit for 390 E. Main Street. If the results of such study show that the existing parking capacity of the On-site Parking is insufficient to meet the peak demand for parking generated by the existing uses at the Property, then the developer shall be required to present to the Town a plan demonstrating how the developer will provide additional parking or take other steps to meet the demand for parking generated by the existing uses at the Property and the hotel prior to the issuance of a building permit for the hotel.
 29. The developer shall execute an option agreement to extend the existing parking lease and agreement with the Town in accordance with the Board of Alderman's resolution of March 8th, 2016 that authorizes this option agreement.



30. That the bike path connection at west side of the property must be paved and accessible to the public in the form of a ramp without utilizing steps.
31. That the applicant shall involve a LEED accredited professional with the ongoing design of the project and will use as many green building techniques as possible in their plans (for example: low impact design and development, resource efficiency, energy efficiency, water conservation and reuse, indoor environmental quality, homeowner education, etc.) and that the applicant shall utilize the LEED Green and Sustainable Buildings Checklist as a means of quantifying its contribution to sustainability.
32. That the following applicant responses to Town Environmental Checklists from the original agenda item material labeled "Attachment Q" and are to be included as conditions of this permit:

Construction activity pollution prevention

Yes, the architectural design team is committed to preventing pollution of the air with dust and particulate matter in accordance with the US EPA Construction General Permit and the National Pollution Discharge Elimination Program.

Stormwater

A bioretention area adjacent to the southern wall of the hotel will be constructed to treat the roof runoff for water quality and the overflow will be directed to an underground storage system to manage the peak flow runoff rates.

Heat island effect, non roof

Parking for the hotel will be in an underground parking garage which helps to eliminate the need for more surface parking. In addition trees will be planted adjacent to the street to the north of the hotel to provide shading for the asphalt.

Heat island effect, roof

The design at this time is for the roof to be white.

Light Pollution reduction

All lights for the project are to be building mounted at a height not to exceed 15 feet and to be full cutoff in design.

Water-efficient landscaping

A bioretention area will be planted with trees and shrubs designed to collect and treat roof runoff. Other plantings are native (i.e. dogwoods) to this climate and do not require supplemental watering.

Water use reduction

Our goal is to reduce water use by 20%

Optimized energy performance

We plan to demonstrate that based on ASHRAE/IESNA Standard 90.1-2004 that all of the energy costs within and associated with the building project are at least 20% less than the standard model.

Renewable energy

We do not have plans to implement renewable energy at this time.

Construction waste management

We are committed to the goal of recycling all materials as practical including cardboard, metal, brick, acoustical ceiling panels, concrete, plastics, clean wood, glass, gypsum wallboard, carpet, and insulation.

Recycled content

We are setting a goal of 30% use of materials with recycled content per ISO 14021.

Regional Materials

We plan to use 30% of all project building materials that have been extracted, harvested or recovered as well as manufactured within a 500 mile radius of the project site.

Rapidly renewable materials

We plan to utilize building materials and products that are made from plants that have a harvest cycle that is typically 10 years or shorter, for at least 2.5% of the value of the total building materials.

Certified wood

We are not planning to meet this goal at this time.

Low-emitting materials

The project will be constructed with the following:

- ☐ adhesives and sealants on the inside that comply with SCAQMD Rule 1168 for low or no VOC content,
- ☐ paints and coatings with GS-11 for walls and ceilings, GC-03, for anti-corrosive ferrous metal coatings; SCAQMD Rule 1113, for clear wood finishes, floor coatings, stains and shellacs,



- ☐ carpet systems that meet the Carpet and Rug Institute's Green Label Plus program. Carpet adhesives shall not exceed 50 f/L.
- ☐ Composite wood and ogrfiber products inside the building that do not include urea formaldehyde resins

Daylight and views

The design at this time will not achieve a minimum daylight illumination level of 25 footcandles at 30 inches above the floor in 75% of all regularly occupied areas.

Exhibit #36**Response to Sustainability Checklist**

(please use Vision 2020 ID number below to relate response to checklist)

1.11 This project supports the development of greenways dedicated to public use along easements as there exists a bikeway along the southern boundary that is partially located on the project site. In addition a connector from the private street onto the bikeway will be constructed which will connect the bikeway to the 300 East Main St. CUP project and the Hilton Garden Inn project.

1.12 Not applicable because not parks or playfields are part of development.

1.45 This project will have a neighborhood meeting to encourage citizen participation in the planning of this project.

2.12 This project is not located in a sensitive area.

2.11 This project will remove what previously was a storage area for an automobile repair shop and replace it with an architecturally pleasing hotel which will provide accommodations and support space for people visiting Carrboro and for meetings. A bioretention stormwater feature and underground storage system will be installed to mitigate negative impacts to the stormwater system.

2.21 A bioretention area and semi-opaque screen will be provided between the railroad and adjacent multi-family use respectively, whereas there is no need for a buffer between this commercial use and the two commercial uses to the north and northeast. There are no trees per the town's criteria that will be removed on-site.

2.22 This project is clearly dense but due to the urban and commercial nature of the project there is limited open space.

2.23 The trees and shrubs that are proposed to be planted are from the Town's approved list or are non-invasive species.

2.31 The architectural design of the building is distinctive and interesting with multiple materials, much glazing and substantial shadow lines.

2.32 Not applicable since this isn't for single family or multi-family.

2.41 This project will be of similar size and height to the adjacent 300 East Main St. CUP Hotel and parking deck and will have access from Main Street and Boyd Street.

2.42 This project is utilizing an existing private street access to eliminate the need for any new streets as well as providing parking underneath the building reducing the need for surface parking with their associated heat island effect. This project will replace an unattractive view from the bikeway with a bioretention facility with its associated plantings.

2.43 This project will remove two utility poles and move the associated utilities underground. In addition this project will plant six trees adjacent to asphalt to help mitigate the adverse effects from heated pavement.

2.51 Noted.

2.52 Not applicable.

2.53 The project's load is within the capacity of the existing infrastructure.

3.1 A bioretention area and semi-opaque screen will be provided between the railroad and adjacent multi-family use respectively, whereas there is no need for a buffer between this commercial use and the two commercial uses to the north and northeast. There are no trees per the town's criteria that will be removed on-site.

3.2 This project is located in close proximity to the downtown and will help to enhance the social and economic aspect of the center of Carrboro.

3.21 The hotel project is building up and not out. In addition it is increasing the density of commercial development.

3.22 The design of this hotel structure is architecturally interesting and significant.

3.23 This hotel project will definitely provide enhanced lodging opportunities for the Town and provide meeting space and a supporting restaurant to attract patrons.

3.25 The lighting along the back of the Arts Center/Brewery/Cats Cradle will be improved as a result of this development.

3.27 Noted.

3.28 Not applicable since this isn't a residential development

3.31 Project is located close to existing shopping areas.



- 3.32 Our project is connected to the adjacent shopping areas by sidewalks.
- 3.5 Noted.
- 3.61 This project addresses this goal of economic diversity by providing a higher scale of lodging than presently exists in the downtown.
- 3.63 Currently this property is in a derelict condition. This project will therefore develop underutilized property in the downtown area.
- 4.11 Noted.
- 4.12 Not applicable as we have no roads connected to our development.
- 4.14 Noted.
- 4.15 Being a high density project it has the potential to support potential public transit routes (passenger rail).
- 4.21 With additional meeting space this project will provide support for special events.
- 4.31 The design of this project is sensitive to the adjacent bikeway and with the addition of a bikeway connector it will enhance its use.
- 4.32 Noted.
- 4.33 Noted.
- 4.41 Not applicable as we have no roads connected to our development.
- 4.51 A bikeway connector will be built as a part of this development.
- 4.52 A bikeway connector will be built as a part of this development.
- 4.61 Not applicable.
- 5.12 Not applicable.
- 5.13 Required recycling facilities will be provided.
- 5.21 Noted.
- 5.22 Stormwater features associated with this project are designed to help improve stormwater quality and quantity.
- 5.23 Stormwater features associated with this project are designed to help improve stormwater quality and quantity.
- 5.31 This project has the potential to enhance the adjacent railroad greenway by replacing an overgrown, unattractive and abandoned site with bioretention features as well as architecturally pleasing structure.
- 5.32 Not applicable to our site.
- 5.41 Noted.
- 5.51 Noted.
- 5.6 Not applicable to our site.
- 6.11 Not applicable to our site.
- 6.12 Not applicable to our site.
- 6.13 Not applicable to our site.
- 6.15 Noted.
- 6.16 Not applicable to our site.
- 6.17 Not applicable to our site.

This permit shall automatically expire within two years of the date of issuance if the use has not commenced or less than 10 percent (10%) of total cost of construction has been completed or there has been non-compliance with any other requirements of Section 15-62 of the Carrboro Land Use Ordinance.

All street construction on those streets proposed for acceptance by the Town of Carrboro shall be certified by an engineer. Engineering certification is the inspection by the developer's engineer of the street's subgrade, base material, asphalt paving, sidewalks and curb and gutter, when used. The developer's engineer shall be responsible for reviewing all compaction tests that are required for streets to be dedicated to the town. The developer's engineer shall certify that all work has been constructed to the town's construction specifications.

If this permit authorizes development on a tract of land in excess of one acre, nothing authorized by the permit may be done until the property owner properly executes and returns to the Town of Carrboro the attached acknowledgment of the issuance of this permit so that the town may have it recorded in the Orange County Registry.



NORTH CAROLINA
ORANGE COUNTY

IN WITNESS WHEREOF, the Town of Carrboro has caused this permit to be issued in its name, and the undersigned being all of the property above described, do hereby accept this Conditional Use Permit, together with all its conditions, as binding upon them and their successors in interest.

THE TOWN OF CARRBORO

ATTEST:

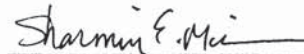
 (SEAL)
Town Clerk

BY 
Town Manager

I, Sharmine E. Mirman, a Notary Public in and for said County and State, do hereby certify that Catherine Dorando, Town Clerk for the Town of Carrboro, personally came before me this day and being by me duly sworn says each for himself that she knows the corporate seal of the Town of Carrboro and that the seal affixed to the foregoing instrument is the corporate seal of the Town of Carrboro, that David Andrews, Town Manager of said Town of Carrboro and Catherine Dorando, Town Clerk for the Town of Carrboro subscribed their names thereto; that the corporate seal of the Town of Carrboro was affixed thereto, all by virtue of a resolution of the Board of Aldermen, and that said instrument is the act and deed of the Town of Carrboro.

IN WITNESS THEREOF, I have hereunto set by hand and notarial seal this the 10th day of July, 20 17




Notary Public

NORTH CAROLINA
ORANGE COUNTY

We, Main Street Properties, LLC, owners, do hereby acknowledge receipt of this Conditional Use Permit Modification. The undersigned representative for Main Street Properties, LLC does further acknowledge that no work may be done pursuant to this permit except in accordance with all of its conditions and requirements and that this restriction shall be binding upon them and their successors in interest.

MAIN STREET PROPERTIES, LLC

By:

SHERMAN RICHARDSON MAN.
(Print name and title)

(Signature) [Signature]

NORTH CAROLINA
ORANGE COUNTY

I, Karina Aguilar, a Notary Public for said County and State, do hereby certify that Sherman Richardson representing Main Street Properties a limited liability company, personally appeared before me this day and acknowledged the due execution of the foregoing instrument on behalf of the company.

Witness my hand and official seal this the 7th day of July, 2017.

[Signature]
Notary Public

My Commission Expires: March 14, 2018

(Not valid until fully executed and recorded)

development and the requirements of this chapter that will be satisfied with respect to each phase or stage.

(c) If a development that is to be built in phases or stages includes improvements that are designed to relate to, benefit, or be used by the entire development (such as a swimming pool or tennis courts in a residential development) then, as part of his application for development approval, the developer shall submit a proposed schedule for completion of such improvements. The schedule shall relate completion of such improvements to completion of one or more phases or stages of the entire development. Once a schedule has been approved and made part of the permit by the permit-issuing authority, no land may be used, no buildings may be occupied, and no subdivision lots may be sold except in accordance with the schedule approved as part of the permit, provided that:

- (1) If the improvement is one required by this chapter then the developer may utilize the provisions of Subsections 15-60(a) or 15-60(c);
- (2) If the improvement is an amenity not required by this chapter or is provided in response to a condition imposed by the board, then the developer may utilize the provisions of Subsection 15-60(b).
- (3) Changes in phasing schedules may be made in the same manner as other permit modifications pursuant to the procedures set forth in Section 15-64. **(AMENDED 2/24/87)**

Section 15-62 Expiration of Permits.

(a) Zoning, special use, conditional use, and sign permits shall expire automatically if, within two years after the issuance of such permits: **(AMENDED 5/26/81)**

- (1) The use authorized by such permits has not commenced, in circumstances where no substantial construction, erection, alteration, excavation, demolition, or similar work is necessary before commencement of such use; or
- (2) Less than ten percent of the total cost of all construction, erection, alteration, excavation, demolition, or similar work on any development authorized by such permits has been completed on the site. With respect to phased development (see Section 15-61), this requirement shall apply only to the first phase.

(b) If, after some physical alteration to land or structures begins to take place, such work is discontinued for a period (i) of one year if the date of discontinuance occurs more than one year after the issuance of the permit, or (ii) equal to two years less the time between the issuance of the

permit and the time work is discontinued if the date of discontinuance occurs less than one year after the issuance of the permit, then the permit authorizing such work shall immediately expire. However, expiration of the permit shall not affect the provisions of Section 15-63.

(c) The permit-issuing authority may extend for a period up to two years the date when a permit would otherwise expire pursuant to subsections (a) and (b) if it concludes that (i) the permit has not yet expired, (ii) the permit recipient has proceeded with due diligence and in good faith, and (iii) conditions have not changed so substantially as to warrant a new application. Successive extensions may be granted for periods of up to two years upon the same findings. All such extensions may be granted without resort to the formal processes and fees required for a new permit. **(AMENDED 06/23/15)**

(d) For purposes of this section, a permit within the jurisdiction of the Board of Aldermen or the board of adjustment is issued when such board votes to approve the application and issue the permit. A permit within the jurisdiction of the zoning administrator is issued when the earlier of the following takes place: **(AMENDED 11/10/81)**

- (1) A copy of the fully executed permit is delivered to the permit recipient, and delivery is accomplished when the permit is hand delivered or mailed to the permit applicant; or
- (2) The zoning administrator notifies the permit applicant that the application has been approved and that all that remains before a fully executed permit can be delivered is for the applicant to take certain specified actions, such as having the permit executed by the property owner so it can be recorded if required under G.S. 15-46(c).

(e) Notwithstanding any of the provisions of Article VIII (Nonconforming Situations), this section shall be applicable to permits issued prior to the date this section becomes effective.

Section 15-63 Effect of Permit on Successors and Assigns.

(a) Zoning, special use, conditional use and sign permits authorize the permittee to make use of the land and structures in a particular way. Such permits are transferable. However, so long as the land or structures or any portion thereof covered under a permit continues to be used for the purposes for which the permit was granted, then:

- (1) No person (including successors or assigns of the person who obtained the permit) may make use of the land or structures covered under such permit for the purposes authorized in the permit except in accordance with all the terms and requirements of that permit; and

TOWN OF CARRBORO

BOARD OF ALDERMEN



PERMIT EXTENSION WORKSHEET

I. FINDINGS REQUIRED BY SECTION 15-62(c)

- A. The permit has not yet expired.
- ☐ Yes
☐ No
- B. The permit recipient has proceeded with due diligence and in good faith.
- ☐ Yes
☐ No
- C. Conditions have not changed so substantially as to warrant a new application.
- ☐ Yes
☐ No

II. GRANTING THE PERMIT EXTENSION REQUEST

- ☐ The Permit Extension Request is granted, extending the expiration date of the previously issued Conditional Use Permit by a period of one year from the date on which it would otherwise expire.

III. DENYING THE PERMIT EXTENSION REQUEST

- ☐ The Permit Extension Request is denied because it fails to comply with the ordinance requirements set forth above in Section I.



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-113

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Authorization for the Town Manager to Execute Amendments to the Development Agreement and Professional Design Services Contract Regarding South Greensboro Street Property and Approval of Amendments to the Capital Projects Ordinance and Reimbursement Resolution.

PURPOSE: The purpose of this item is to provide the Town Council with an opportunity to authorize the Town Manager to execute the noted amendments to an existing agreement and contract related to design, permitting, and construction of a building and associated parking at 203 S. Greensboro Street that would provide for the Orange County Southern Branch Library, Town of Carrboro Recreation and Parks Program, Orange County Skills Development Center, WCOM Radio, and other uses. Approval of the Capital Project Ordinance and increases funding for the redesign effort.

DEPARTMENT: Town Manager, Planning, Finance

CONTACT INFORMATION: Trish McGuire, pmcguire@townofcarrboro.org

<mailto:pmcguire@townofcarrboro.org>, 919-918-7327; David Andrews, dandrews@townofcarrboro.org
<mailto:dandrews@townofcarrboro.org>, 919-918-7315; Arche McAdoo, amcadoo@townofcarrboro.org
<mailto:amcadoo@townofcarrboro.org>, 919-918-7439

INFORMATION: The Town Manager was authorized to enter into a Development Agreement for this project in 2017. The agreement was executed on December 4, 2017. With the withdrawal of the Artscenter at the conclusion of the Schematic Design Process, an additional County use has been identified - the Orange County Skills Development Center. Amendments to the development agreement and the professional design services contract are needed for the project to get formal approval for redesign to begin later this month. A resolution that authorizes the Town Manager to execute these amendments on the Council's behalf is provided (*Attachment A*). A draft of the amendment to the development agreement between the Town and Orange County is attached (*Attachment B*).

Additional design costs associated with going through the schematic design process with the revised program necessitate an amendment to the Capital Project Ordinance (*Attachment C*). To reimburse the Town's General Fund for expenses incurred before the sale of bonds, a revised reimbursement resolution has been prepared (*Attachment D*).

Information about this project is available on the Town's website at

<http://www.townofcarrboro.org/1151/The-203-Project>

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

FISCAL & STAFF IMPACT: An additional design service fee of \$493,445 has been identified, with the revised fee not to exceed \$1,689,295 (7.58 percent of the estimated project cost).

RECOMMENDATION: It is recommended that the Town Council approve the resolution authorizing execution of the amendments to the development agreement and professional services contract (*Attachment A*), the amendment to the Capital Project Ordinance (*Attachment C*), and the revised Reimbursement Resolution (*Attachment D*).

A RESOLUTION AUTHORIZING THE TOWN MANAGER TO EXECUTE AMENDMENTS TO THE DEVELOPMENT AGREEMENT WITH ORANGE COUNTY RELATING TO DEVELOPMENT OF THE TOWN'S 203 S. GREENSBORO STREET PROPERTY AND THE PROFESSIONAL DESIGN SERVICES CONTRACT WITH PERKINS AND WILL

WHEREAS, the Town of Carrboro has had a longstanding interest in siting a new Orange County Southern Branch Library in Town; and

WHEREAS, the Town and County signed a development agreement regarding joint development of Town property at 203 S. Greensboro Street for uses including the Orange County Southern Branch Library, Town uses and other possible uses on December 4, 2017; and

WHEREAS, a modified building program has been developed following withdrawal of the Artscenter that includes the Orange County Skills Development Center; and

WHEREAS, completion of the Schematic Design process with the updated building program requires amending the Professional Services Contract with Perkins and Will and the Capital Project Ordinance; and

WHEREAS, the Board of Aldermen has reviewed a revised draft of the Development Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Carrboro hereby authorizes the Town Manager, David L. Andrews, to execute the amendment to the Development Agreement on the Council's behalf.

BE IT HEREBY FURTHER RESOLVED that the Town Council of the Town of Carrboro hereby authorizes the Town Manager, David L. Andrews, to execute the amendment to the Professional Services Contract consistent with the revised scope and services that have been requested and reviewed with Perkins and Will on the Council's behalf

This the 11th day of February in the year 2020.

**STATE OF NORTH CAROLINA
COUNTY OF ORANGE**

**FIRST AMENDMENT TO DEVELOPMENT AGREEMENT REGARDING
SOUTH GREENSBORO STREET PROPERTY
BY AND BETWEEN
THE TOWN OF CARRBORO, NORTH CAROLINA
AND
THE COUNTY OF ORANGE, NORTH CAROLINA**

THIS FIRST AMENDMENT TO DEVELOPMENT AGREEMENT (the “*First Amendment*”), amends the original DEVELOPMENT AGREEMENT REGARDING SOUTH GREENSBORO STREET PROPERTY BY AND THE TOWN OF CARRBORO, NORTH CAROLINA AND THE COUNTY OF ORANGE, NORTH CAROLINA dated December 4, 2017, is made and entered into as of the _____ day of _____, 2020, by and between the **TOWN OF CARRBORO**, a North Carolina municipal corporation, hereafter referred to as the “*Town*”, and **THE COUNTY OF ORANGE**, a North Carolina county, hereafter referred to as the “*County*”. Collectively, the Town and the County are sometimes referred to in this Agreement as the “Parties”.

W I T N E S E T H:

WHEREAS, the County and the Town entered into the original Agreement dated as of December 4, 2017; and

WHEREAS, pursuant to the original Agreement, the Town has entered into contracts for the design and construction of the proposed improvements for the Project on the Property; and

WHEREAS, significant changes have been made to the plan for development of the Property which is the subject of the Agreement; and

WHEREAS, the Parties wish to amend the Agreement as set forth herein to reflect the change in circumstances which have occurred since the execution of the Agreement; and

WHEREAS, it is the intent of the Parties that except as amended by this First Amendment, the terms of the original Agreement shall remain in full force and effect; and

WHEREAS, the Town is authorized to enter into this contract pursuant to, *inter alia*, the North Carolina General Statutes (“**N.C.G.S.**”) 160A-16, and the County is authorized to enter into this contract pursuant to, *inter alia*, North Carolina General Statutes 153A-11, *et seq.*, and the Town’s Board of Aldermen and the County’s Board of County Commissioners have each determined that it is in the best interests of their citizens to do so.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Town and the County intending to be legally bound do hereby agree as follows:

ARTICLE I

Definitions

The definitions contained in the Agreement are amended as follows, and except as amended herein shall remain unchanged:

“Development” means the planning, design and construction of the Facilities on the Property located at 203 South Greensboro Street in Carrboro .

“Facility” or “Facilities” means the improvements to be made at the Property pursuant to this Agreement.

“Governing Body” means, with respect to the Town, the Town Council, and with respect to the County, the Board of County Commissioners.

“Gross floor area” as used in this Agreement means the area of space within the building to be constructed on the Property occupied by each party to this Agreement, plus the proportional share of Common Areas attributable to each party (i.e., Common Areas shall be apportioned between the parties in proportion to the amount of “gross floor area” each occupies in the building or as otherwise determined and agreed to in writing by the Parties). The proportion of “gross floor area” occupied by each party shall be finally calculated upon completion of the construction plans for the Facilities to be constructed on the Property, and a written schedule (following in principle the Elements of Value Exhibit C) signed by each party shall be attached to this Agreement as an Addendum at that time.

“Project” means the planning, design and construction of an approximately 50,000 gross square foot building, site improvements, and associated parking spaces and/or structure with adequate capacity for the Project. Project characteristics will include sustainable design and operation elements consistent with the adopted facility development principles of the Board of Orange County Commissioners attached as Exhibit B. The Parties also agree to incorporate the principles of value engineering during the design and construction process, thereby ensuring efficient design and use of both the initial construction capital and ongoing operations capital. Upon completion of the Project, the parties will convert the Facilities to a condominium form of ownership to be governed by covenants adopted by mutual agreement of the Parties.

“Shared Areas” are designated areas owned by one Party that may be reasonably offered for use by other Parties according to a mutual agreement.

ARTICLE II

Description Of Development Agreement

No Changes

ARTICLE III
Parties' Responsibilities

- A. The Parties' agree to negotiate and enter into such other agreements as may be necessary or appropriate to facilitate the financing and construction of the Project. The Parties intend that upon substantial completion of construction, they will convert ownership of the Facilities to a condominium form of ownership to be governed by mutually agreed upon covenants.
- B. The County and the Town, in accordance with applicable laws pertaining to public construction projects, have selected a designer for the Project. The Town and the County will work together with the selected designer to prepare the necessary local government permit application(s) for the Project. The design of the Facilities shall be mutually agreed upon by the Parties. The County and Town will bear the costs for the preparation of schematic design drawings in accordance with Article IV.A of this agreement. The Town will be responsible for contracting for the designer and related professional services providing preliminary information that contributes to the design of the Project
- C. The Town, as current owner of the Property, will be primarily responsible for procuring all necessary development approvals for the Project to include the Orange County Southern Branch Library on the lowest floor of the Building to be constructed on the Property, for such other uses as the Parties may agree to on the upper floors of such Building, and for such parking facilities as may be required for the uses of the Building. The County will support the Town's efforts to secure the necessary permits.
- D. Provided the Town approves and issues all necessary development permits for the Project, the Parties will coordinate to complete final construction documents, including but not limited to drawings, specifications, bid documents, contract(s) for construction, and other documents typically associated with similar construction projects, for the Project.
- E. The Town, in accordance with applicable laws pertaining to public construction projects, has entered into contract(s) for development of the construction documents for the Project.
- F. Upon approval of the construction documents and issuance of the necessary permits (the "Building Permit(s)"), the Town will at a time reasonably agreed between the Parties begin construction of the Project.
- G. The Parties will finance their respective shares of the Project costs according to

Exhibit C – Elements of Value. The Town will arrange for construction financing of its proportional share of the Project costs (based on Exhibit C), subject to Local Government Commission approval of the financing plan. The County shall finance its proportionate share of the Project costs (based on Exhibit C) in such manner as may be determined by the County. The County shall reimburse the Town for the County's share of the construction costs for the Project within thirty (30) days or presentation by the Town to the Count of a written request for payment pursuant to a schedule of progress payments to be established by the respective Finance Officers for the Town and the County.

- H. The Town will contract with all necessary design, engineering and construction firms for any environmental remediation work related to the Property as required by NCDEQ. The Town is solely responsible for the cost of such environmental remediation work for remediation of any conditions existing on the Property prior to December 4, 2017.
- I. The Town will contract with professionals for the construction of the Project, using a legally permitted construction delivery method. Upon completion, the Facilities, including the Building and associated structured parking, may be subject to a new condominium declaration with terms mutually agreed upon by the Town and the County, pursuant to which the County will acquire a fee simple condominium interest in (i) the portion of the Building to be used as the Orange County Southern Branch Library and any other uses to which the County may put its portion of the Building and (ii) parking spaces required for such uses.
- J. The Town will enter into a construction contract for the work.
- K. No Changes.
- L. The Parties agree that the Town shall have the right in its sole discretion to lease, or subdivide and convey title to, those portions of the Property and any improvements thereon which are not conveyed to the County.
- M. As contemplated by this Agreement, upon completion of construction the building and parking facilities will be converted to condominium ownership, with the Town and the County each owning condominium interests in Building space and associated parking spaces (whether located in a parking structure or on the ground). As part of the condominium arrangement, the parties will also have an undivided interest in the Common Areas designated on the final plans, and which Common Areas will be subject to the rules, rights and responsibilities established in the condominium documents. The parties agree that the conversion of parking spaces in any parking improvement made as part of this Project to condominium ownership will include in the condominium documents language establishing appropriate easements for ingress, egress and access to and between the public right-of-way and all parking spaces and establishing rules and regulations concerning use, management and maintenance of parking spaces. The parties agree that in the event on-site parking spaces are constructed as part of the Project an

adequate number of on-site parking spaces owned and paid for by the County shall be available for use by Library and Skills Development Center patrons during their normal operating hours. This number of spaces will be determined during the permitting and design of the project. These spaces will be made available to the Town while the Library and Skills Development Center are closed. All parking spaces will be considered flexible in use by both the Town and County so as to not cause unreasonable restrictions supporting Facility use by either the Town or County. The parties understand and agree that the Town will police and enforce all parking rules and regulations for the Facility. Moreover, if either party decides in the future to consider converting their parking spaces to paid parking, they will, prior to making a final decision to convert their spaces to paid parking spaces, discuss the issue with the other party. Each party shall be responsible for managing their condominium units unless the parties mutually agree otherwise in writing. Each party has the right to protect and isolate its parking (e.g. gated parking for continued free parking during library hours should paid parking be otherwise established) for the Parties' sole use and interest.

ARTICLE IV

Allocation Of Project Costs

The Parties shall share in the costs of the Project as follows:

- A. Pre-development costs, site improvement costs, building design and construction costs, construction administration costs, financing costs, and contingency costs shall be shared by the Parties in accordance with the Elements of Value attached as Exhibit C to this Agreement. The Parties recognize and agree that some of these Values and the corresponding level of proportionality may not be finally established until after the majority of the design work is completed (and after this Agreement is executed). The parties acknowledge that Exhibit C represents their general understanding of the cost sharing arrangement for the Project. The Parties further agree that as soon as possible after the Schematic Design for the Project is delivered to the Parties (the "Schematic Design Delivery Date"), they will review Exhibit C to ascertain whether any change in cost sharing is appropriate based on the schematic design. If the Parties are unable to come to an agreement regarding any changes to Exhibit C within forty five (45) days after the Schematic Design Delivery Date then either Party may terminate this agreement by providing ten (10) days advance written notice to the other Party of its intention to terminate this agreement. Upon such termination, each Party shall be responsible for (i) its proportionate share of costs as set forth in Exhibit C, and (ii) all costs it has otherwise incurred in connection with this Project through the date of termination.
- B. The County shall pay the cost of planning, design and construction of parking improvements required to support the County's use(s) on the Property. The Town shall be responsible for the balance of the cost of constructing the parking for the Project. The intent is for the County to pay the cost for the parking spaces reasonably expected and determined to be associated with the Orange County

Southern Branch Library use and any other use to which the County may choose to put its portion of the Building to be constructed on the Property. Upon completion of the work and when the Facilities become operational, the parking spaces allocated for the County's use of the Property shall be available for public parking during hours when the County's facilities is closed.

- C. The parties will each be responsible for their own legal and financing expenses incurred in relation to the Project.

ARTICLE V Term And Termination

No Changes

ARTICLE VI Conditions Precedent And Contingencies

The Parties understand and agree that there are a number of conditions precedent and contingencies that will impact their ability to enter into the Contracts for the Project. At a minimum, the Parties understand and agree that the following must be resolved to the County's and the Town's satisfaction before the execution of construction contract(s) for the Project:

- A. No Change.
- B. No Change.
- C. No Change.
- D. No Change.
- E. No Change.
- F. No Change.
- G. No Change.
- H. No Change.
- I. No Change.
- J. No Change.
- K. No Change.
- L. No Change.

M. No Change.

N. No Change.

ARTICLE VII
Representations And Warranties

No Changes.

ARTICLE VIII
Remedies And Dispute Resolution

No Changes.

ARTICLE IX
Miscellaneous

No Changes.

[signatures contained on next page]

IN WITNESS WHEREOF, the parties have executed this First Amendment the day and year first above written.

TOWN OF CARRBORO

(Town Seal)

BY: _____
David Andrews, Town Manager

ATTEST:

Catherine Dorando, Town Clerk

This document is sufficient as to form.

Town Attorney

This instrument has been pre-audited in the manner proscribed by the Local Government Finance Act.

Finance Director

COUNTY OF ORANGE

(County Seal)

BY: _____
Bonnie Hammersley, County Manager

ATTEST:

_____, County Clerk

_____ County, North Carolina

I, a Notary Public of the County and State aforesaid, certify that _____ personally came before me this day and acknowledged that she is the Town Clerk/Deputy Town Clerk of the Town of Carrboro, and that the seal affixed to the foregoing instrument in writing is the corporate seal of said Town, and that said writing was signed and sealed by her in behalf of said corporation by its authority duly given and the said person acknowledged this writing to be the act a deed of said corporation.

WITNESS my hand and official stamp (or seal), this the ____ day of _____, 2020.

(S E A L)

Notary Public

My Commission Expires: _____

_____ County, North Carolina

I, a Notary Public of the County and State aforesaid, certify that _____ personally came before me this day and acknowledged that she is the Clerk of the County of Orange, and that the seal affixed to the foregoing instrument in writing is the corporate seal of said County, and that said writing was signed and sealed by her in behalf of said corporation by its authority duly given and the said person acknowledged this writing to be the act a deed of said corporation.

WITNESS my hand and official stamp (or seal), this the ____ day of _____, 2020.

(S E A L)

Notary Public

My Commission Expires: _____

**AMENDMENT
203 SOUTH GREENSBORO STREET CAPITAL IMPROVEMENT PROJECT
ORDINANCE**

WHEREAS, the Town of Carrboro, and Orange County entered into a Development Agreement on December 4, 2017 related to design, permitting, and construction of a building and associated parking at 203 S. Greensboro Street to provide for the Orange County Southern Branch Library, Town of Carrboro Recreation and Parks Program, Orange County Skills Development Center, WCOM Radio, and other uses; and,

WHEREAS, the Artscenter withdrew from the Project at the conclusion of the Schematic Design Process; and,

WHEREAS, an additional County use has been identified – the Orange County Skills Development Center; and,

WHEREAS, the County and the Town will amend the Development Agreement to establish terms pursuant to which they will cooperatively proceed with the planning, financing and development of the property for joint use as a County Library and Town recreation and parks programs, and associated parking garage/deck facilities; and,

WHEREAS, amendments to the professional design services contract are needed for the project to get formal approval for redesign to begin later this month and,

WHEREAS, the Town Council for the Town of Carrboro deems this project to be a worthy and desirable undertaking.

NOW, THEREFORE PURSUANT TO N.C.G.S 159-13.2, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF CARRBORO THAT THE 203 SOUTH GREENSBORO STREET CAPITAL IMPROVEMENT PROJECT ORDINANCE is amended as

1. The following revenues are anticipated to be available to the Town of Carrboro to complete the project:

Town of Carrboro	\$12,000,000.00
Orange County	\$13,831,095.00
Total	<u>\$25,831,095.00</u>

2. The following amount is appropriated for this project to be expended in the following manner:

Professional Services	\$ 3,549,095.00
Construction	\$18,232,000.00
Parking	\$ 4,050,000.00
Total	<u>\$25,831,095.00</u>

3. This Project Ordinance shall become effective upon adoption.
4. Within five (5) days after this ordinance is adopted, the Town Clerk shall file a copy of this ordinance with the Finance Director and Planning Director.
5. All other provisions of the Capital Project Ordinance shall continue in effect.

The foregoing capital project ordinance having been submitted to a vote received the following vote and was duly adopted this 11th day of February 2020.

Ayes: Noes:

Absent or Excused:

REIMBURSEMENT RESOLUTION
TOWN COMMONS CAPITAL IMPROVEMENTS PROJECT
Resolution No. _____

WHEREAS, the Town Manager, has described to the Town Council the desirability of adopting a resolution, as provided under federal tax law, to facilitate the Town's use of financing proceeds to restore the Town's funds when the Town makes capital expenditures prior to closing on a bond issue or other financing.

BE IT RESOLVED by the Town Council of the Town of Carrboro, North Carolina as follows:

Section 1. The project is the construction and improvements on the 203 S. Greensboro Street property.

Section 2. The project may be financed. The currently expected type of financing (which is subject to change) is installment purchase financing as allowed in North Carolina General Statutes Section 160A-20. The currently expected maximum amount of installment purchase financing obligations to be issued or contracted for the project is \$12,000,000.

Section 3. Funds that have been advanced, or may be advanced, from the General Fund for the aforementioned project(s) are intended to be reimbursed from the financing proceeds up to an amount of \$12,000,000.

Section 4. The adoption of this resolution is intended as a declaration of the Town's official intent to reimburse project expenditures from financing proceeds.

Section 5. This resolution shall become effective upon adoption.



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-77

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Update and Information Regarding Draft Advisory Board Recruitment and Outreach Plan

PURPOSE: The purpose of this item is for the Town Council to review the draft outreach plan being developed by staff and to see the ongoing efforts.

DEPARTMENT: Communications and Town Clerk

CONTACT INFORMATION: Rachel Heggen and Cathy Dorando

INFORMATION: Town staff have been working on strategies related to advisory board recruitment and outreach in an effort to diversity the applicant pool for advisory boards. The draft plan, detailed outreach to date, and challenges/measurement evaluation information is also attached for your review.

Information from applications from current recruitment:

	Caucasian/White	African-American/Black	Asian	Latinx/Hispanic	Other
% of Applications	72%	7%	9%	9%	3%
% of Population (2018 Census QuickFacts)	69.9%	11.8%	10.6%	8.1%	

FISCAL & STAFF IMPACT: N/A

RECOMMENDATION: It is recommended that the Town Council review the outreach plan.

DRAFT Advisory Board Diversity Recruitment Outreach and Communications Plan

Objective: To increase diversity on Town of Carrboro Advisory Boards.

Internal Promotion:

- Promote Town of Carrboro advisory board vacancies.
- Build awareness on the Town of Carrboro's commitment to increasing diversity overall.
- Increase awareness of the employee network group/employee resource group activities and initiatives.
- Utilize the town newsletter and other media to communicate the town's diversity efforts.
- Increase connectivity between community leaders and employees.
- Follow GARE strategies/update plan annually/as necessary

Learning and Development:

- Work with town departments to increase cultural competencies and inclusion skills.
- Work with existing minority advisory board members to gain insight on recruitment lessons.
- Survey current advisory board members to try to learn more about who we are missing.
- Reach out to governmental resource groups to develop a new advisory board training program.

External Promotion and Media Relations

- Develop materials to be used at events and for online content that are focused on inclusion and diversity, recruitment and retention, and public participation.
- Create and place recruitment materials at neighborhood community centers, non-profits, minority owned businesses, local churches, local schools and educational institutes, and organizations who advocate for equality rights.
- Prepare articles and stories to promote advisory board diversity recruitment externally in the media.
- Identify employees that will serve as spokespeople and help recruit and spread the word on the town's commitment to diversity and inclusion.
- Craft messaging specifically to engage under-represented voices.
- Use direct mail to engage residents that may not be on social media/Nextdoor or in an HOA.
- Work with WCHL on a recruitment advertisement that highlights diverse voices.
- Elected officials should speak at their civic and social club meetings about volunteer opportunities. Research has indicated that elected officials carry so much more weight and are able to recruit more successfully than staff members.
- Build trusting relationships with community leaders with the local NAACP, Refugee community, El. Centro, etc. This helps with overall recruitment and spreading information via word of mouth.

BUDGET

- Advertising budgets will need to be increased to account for print materials/invest in digital promotions.

Measurement and Evaluation:

- Be data driven and use that info to guide the outreach. Use data to inform practice.
- How does advisory board membership compare to US Census Data for Carrboro population?
- How does advisory board application pool diversity compare to US Census Data?

Challenges

- Time commitment
- Childcare
- Language
- Lack of awareness
- Feeling included
- Transportation
- Safety/Trust
- Application process
- Relatability
- Large voices/groups overshadowing other voices.
- Special interests
- Unknown challenges...how do we identify?

ADVISORY BOARD OUTREACH - DETAILED

Social Media:

- Nextdoor 5.5k reached in December
- Facebook 2.3K people reached in December
- Twitter 2k people reached in December

Direct Email:

- Website Newsflash – Direct Email to 639 recipients
- Newsletter – Direct to 6,743 recipients
- RENA
- NAACP
- El Centro

Direct Contact/Flyers Placed/Applications Handed/Mailed Out

- NAACP Meeting
- El Centro Hispano
- Various Citizens Connections
- Over 25 Minority Owned/Operated Businesses
- 200+ applications and fliers via direct mail to areas that are historically African-American and/or unlikely to be covered by social media platform Nextdoor/not in an HOA.



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:19-365

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

A Request to Amend the Rogers Road Sidewalk Capital Improvement Project Ordinance

PURPOSE: The purpose of this item is to request that the Town Council authorize the use of Orange County Transit Funds for additional costs associated with the Rogers Road sidewalk project and to amend the Capital Project Ordinance accordingly.

DEPARTMENT: Public Works, Finance

CONTACT INFORMATION: Christina Moon, 919-918-7325, cmoon@townofcarrboro.org <<mailto:cmoon@townofcarrboro.org>>; Ben Schmadeke, 919-918-7424, bschmadeke@townofcarrboro.org <<mailto:bschmadeke@townofcarrboro.org>>; Arche McAdoo, 919-918-7439, amcadoo@townofcarrboro.org <<mailto:amcadoo@townofcarrboro.org>>

INFORMATION: At the June 18, 2019 Board of Aldermen meeting, the Board adopted a resolution to allocate \$100,000 of sidewalk bond funds to address project overruns (<<https://carrboro.legistar.com/MeetingDetail.aspx?ID=686486&GUID=87B4B141-060E-43B0-9B7E-2BAA056385A7&Options=&Search=>>>). On a parallel track, staff requested additional transit funds from the Orange County Transit Plan to cover the shortfall and, at the October staff working group meeting, the voting members approved staff's request to increase the budget for the Rogers Road bus shelter and sidewalk project from to \$31,889 to \$120,888.83 (*Attachment B*). The purpose of this agenda item is to accept the transit funds and subsequently reallocate up to \$100,000 back to the sidewalk bond fund. There is no match requirement for the use of transit tax funds.

FISCAL & STAFF IMPACT: The fiscal impact is to add \$20,888.83 to the Capital Project Ordinance by adding \$120,888.83 of Orange County Transit funding and returning \$100,000 of bond funding to the Sidewalk Bond Fund reserve. There is no staff impact associated with this request.

RECOMMENDATION: It is recommended that the Town Council approve the budget amendment to the Capital Improvement Project Ordinance (*Attachment A*).

**BUDGET AMENDMENT FOR ROGERS ROAD SIDEWALK CAPITAL
IMPROVEMENT PROJECT ORDINANCE**

WHEREAS, the Town of Carrboro, has appropriated \$1,471,658 by the adoption of capital project ordinance 13/2010-11 and subsequent amendments for the design and construction of a sidewalk on the west side of Rogers Road from Homestead Road to Meadow Run Court; and,

WHEREAS, it is now necessary to amend the project budget due to increased costs related to right of way acquisitions, material quantity overruns and the Town having to pay the cost to reconfigure the sidewalk and drainage infrastructure in order to avoid a Duke Energy utility pole which could not be moved as intended in the original design; and,

WHEREAS, it is now necessary to amend the project budget due to cost overruns on the engineer's construction estimate;

NOW, THEREFORE PURSUANT TO N.C.G.S 159-13.2, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF CARRBORO THAT:

Section 1: \$120,888.83 of Orange County Transit Funds is allocated to the Rogers Road Sidewalk Capital Improvement Project.

Section 2: Up to \$100,000 is reallocated to the Sidewalk Bond Fund, which decreases the total Sidewalk Bond Funds from \$785,235 to \$685,235.

Section 3: The total project costs, including right of way, design, and construction is increased from \$1,471,658 to \$1,492,546.83.

Section 4: All provisions of Project Ordinance #13/2010-11 and any subsequent amendments remain in effect.

Section 5: Within five (5) days after this ordinance is adopted, the Town Clerk shall file a copy of this ordinance with the Finance Director and Planning Director.

Section 6: This capital project ordinance shall be effective immediately upon adoption.



Connecting all points of the Triangle

January 29, 2020

Mr. David Andrews
Town Manager
Town of Carrboro
301 West Main Street
Carrboro, NC 27510

Dear Mr. Andrews,

We are in receipt of the Town of Carrboro's request for a letter confirming the availability of funds through the Orange County Transit Plan for the reimbursement of Town expenses associated with the Rogers Road bus shelter and related capital improvements.

The 2012 Orange County Transit Plan included \$31,889 (18TOC_CD1) for bus stop improvements as an amenity to the Rogers Road sidewalk project (TIP# U-4726DD). On June 26, 2019, the GoTriangle Board of Trustees approved the FY2020 budget, which included the Town's request to increase the project amount to \$91,888.83 for the shelter and/or other costs associated with the sidewalk project. On October 23, 2019, the GoTriangle Board of Trustees approved a FY2020 budget amendment, which included an additional \$29,000 for the project. Through this letter, we are confirming that \$120,888.83 is available for reimbursement of Town expenses for Rogers Road bus shelter and related capital improvements.

Upon payment to the vendor for the Rogers Road bus stop improvement project expenses, please submit your completed FY20 Transit Plan Reimbursement Request template and the related invoice(s) to Sharita Seibles for reimbursement up to the limit above. Reimbursement request invoices and supporting documentation are to be e-mailed to DOTransitReimbursements@gotriangle.org. If you have any questions or need assistance preparing the invoice(s), please contact Sharita at (919) 485-7454 or sseibles@gotriangle.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jennifer Hayden".

Jennifer Hayden
Assistant Director of Finance and Administrative Services
GoTriangle

4600 Emperor Blvd, Suite 100
Durham NC 27703
919-485-7510 | Fax: 919-485-7491

www.gotriangle.org





Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-118

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Conditional Use Permit Extension Request for Mixed Use Building on Commercially Zoned Property within Claremont South PUD

PURPOSE: The Town Council is asked to review a request for an extension of date when Conditional Use Permit would otherwise expire for the Mixed Use Building on Commercially Zoned Property with Claremont South PUD. This CUP permit expires on February 27th, 2020. The town staff recommends approval of the request.

DEPARTMENT: Planning Department

CONTACT INFORMATION: James Thomas, 918-7335 or jthomas@townofcarrboro.org

INFORMATION: The property owner, Parker Louis LLC, has requested that the date on which a previously issued Conditional Use Permit (CUP) that expires on February 27th, 2020 be re-established to an expiration date of February 11th, 2022.

The Board of Aldermen originally granted the Conditional Use Permit on February 27th, 2018. The CUP allowed the construction of a new two (2) story mixed use building with the first floor containing 6,797sf of office space and the 2nd floor containing 4,879sf and a total of four (4) residential units.

FISCAL & STAFF IMPACT: None

RECOMMENDATION: The Town Staff recommends that the Board of Aldermen adopt the attached resolution approving the permit extension request. The new expiration date for the permit would be February 11th, 2022.

STAFF REPORT

TO: Board of Aldermen

DATE: February 11th, 2020

PROJECT: Conditional Use Permit Extension Request for Mixed Use Building on Commercially Zoned Property within Claremont South PUD

APPLICANT and OWNERS: Parker Louis, LLC
301 Montclair Way
Chapel Hill, NC 27516

PURPOSE: Request for an extension of date when Conditional Use Permit would otherwise expire for the Mixed Use Building on Commercially Zoned Property with Claremont South PUD. This CUP permit expires on February 27th, 2020

EXISTING ZONING: R-10B3PUD

PIN: 9779-37-0476

LOCATION: 1001 Homestead Road

TRACT SIZE: 1.23 acres (53,418sf)

EXISTING LAND USE: Vacant

PROPOSED LAND USE: Mixed Use Building- 1st floor to be office space (use# 3.120) and 2nd floor to be four (4) residential units

SURROUNDING LAND USES: North: Homestead Road
South: R-15, Wexford Subdivision, Phase VI
East: R-20, vacant (Carolina North Property)
West: R-10CZ, Single Family Residence

ZONING HISTORY: Rezoned to R-10B3PUD in 2012

RELEVANT ORDINANCE SECTIONS: Section 15-62 Expiration of Permits

BACKGROUND

The property owner, Parker Louis LLC, has requested that the date on which a previously issued Conditional Use Permit (CUP) that expires on February 27th, 2020 be re-established to an expiration date of February 11th, 2022.

The Board of Aldermen originally granted the Conditional Use Permit on February 27th, 2018. The CUP allowed the construction of a new two (2) story mixed use building with the first floor containing 6,797sf of office space and the 2nd floor containing 4,879sf and a total of four (4) residential units.

APPLICABLE LUO PROVISIONS

Extensions to the date on which a permit would otherwise expire must be granted in accordance with Section 15-62 (Expiration of Permits) of the LUO. Specifically, please note that Section 15-62(a) of the LUO dictates that the CUP would expire on February 27th, 2020 in this case because less than ten percent (10%) of the total cost of all construction, erection, alteration, excavation, demolition, or similar work on the development authorized by the permit has been completed on the site.

Section 15-62(c) gives the permit-issuing authority (Board of Aldermen) the authority to grant an extension to the date on which the permit would otherwise expire. Section 15-62(c) reads as follows:

“(c) The permit-issuing authority may extend for a period up to two years the date when a permit would otherwise expire pursuant to subsections (a) and (b) if it concludes that (i) the permit has not yet expired, (ii) the permit recipient has proceeded with due diligence and in good faith, and (iii) conditions have not changed so substantially as to warrant a new application. Successive extensions may be granted for periods up to two years upon the same findings. All such extensions may be granted without resort to the formal processes and fees required for a new permit.”

Staff offers the following information related to the conditions outlined in Section 15-62(c):

1. The permit has not yet expired.

COMPLIANCE: *No, the permit has not expired. The permit is set to expire on February 27th, 2020.*

2. The permit recipient has proceeded with due diligence and in good faith.

COMPLIANCE: Yes, the permit recipient has proceeded with due diligence and in good faith. Parker Louis LLC has stated that they have completed approximately 75 percent of the architectural work related to this project.

3. Conditions have not changed so substantially as to warrant a new application.

COMPLIANCE: Yes, it is true that conditions have not changed so substantially as to warrant a new application. No changes to the property have taken place since the permit was originally approved.


RECOMMENDATION

The Town Staff recommends that the Board of Aldermen adopt the attached resolution approving the permit extension request. The new expiration date for the permit would be February 11th, 2022.

Parker Louis, LLC
301 Montclair Way
Chapel Hill, NC, 27516
919-422-6477

James,

This letter is to inform you that we would like to request a permit extension for the Claremont South B-3 property that was approved by the town on 2/27/18. We continue to work on the mixed-use building, but are not ready to move forward with the construction yet. We are approximately 75% done with the architecture work. Please let me know if you need me to provide more information.

 1.30.2020

Adam Zinn
Principal
Parker Louis, LLC

A RESOLUTION APPROVING THE EXTENSION OF THE DATE ON WHICH THE CUP FOR MIXED USE BUILDING ON COMMERCIALY ZONED PROPERTY WITHIN CLAREMONT SOUTH PUD WOULD OTHERWISE EXPIRE

WHEREAS, the Town Council approved a Conditional Use Permit for The Mixed Use Building at 1001 Homestead Road on February 27th, 2018; and

WHEREAS, Section 15-62(a) of the Town of Carrboro Land Use Ordinance allows for extension; and

WHEREAS, the Board of Aldermen finds, per Section 15-62(c) of the LUO, that: 1.) the CUP has not expired, and 2.) the permit recipient has proceeded with due diligence and good faith, and 3.) conditions have not changed so substantially as to warrant a new application.

NOW, THEREFORE BE IT RESOLVED by the Town Council that the expiration date for Mixed Use Building on Commercially Zoned Property within Claremont South PUD Conditional Use Permit is hereby extended to February 11th, 2022.

This the 11th day of February 2020.



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-108

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Orange County Partnership to End Homelessness 2019 Activities Report

PURPOSE: The purpose of this agenda item is to update the Town Council on the activities of the OCPEH and also review an update to the homeless service system gaps analysis.

DEPARTMENT: Housing and Community Services and Orange County Partnership to End Homelessness

CONTACT INFORMATION: Rebecca Buzzard, Housing and Community Services Director, 919-918-7438, & Corey Root, Homeless Programs Coordinator, 919-245-2496

INFORMATION: The Orange County Partnership to End Homelessness was created in 2008 to coordinate funding and activities to end homelessness in Orange County. OCPEH is jointly funded by the Towns of Carrboro (15%), Chapel Hill (41%), and Hillsborough (5%) and Orange County (39%). The Town's FY19-20 funding through the Affordable Housing Special Revenue Fund is \$35,232.

Orange County Partnership to End Homelessness Coordinator Corey Root will provide a presentation at the meeting and present the homeless service system gaps analysis. The 2019 OCPEH report can be found in Attachment A. 2019 homeless data is included as Attachment B, and the Homeless System Gaps Analysis is included in Attachment C.

FISCAL & STAFF IMPACT: None at this time. OCPEH will make a request to the Town Council for FY20-21 funding at a later date.

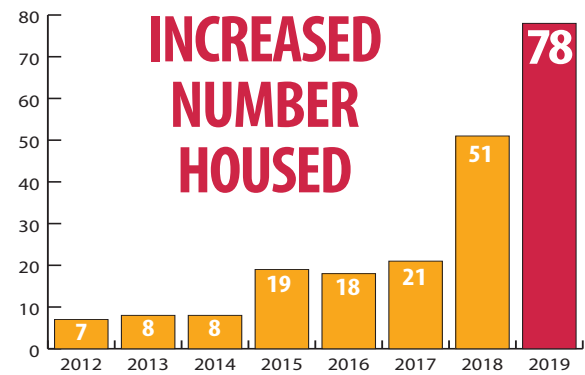
RECOMMENDATION: Staff recommends the Council receive the report.



2019 REPORT

We can end homelessness in Orange County.

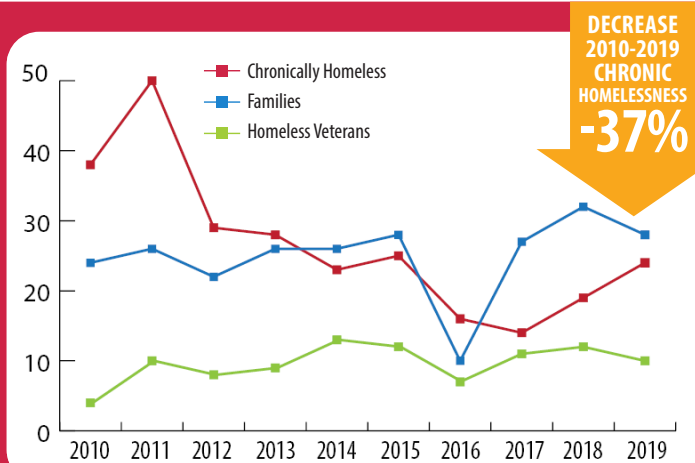
78 VULNERABLE
HOUSEHOLDS
HOUSED IN
2019
207
HOUSED SINCE 2012



SPECIAL POPULATIONS

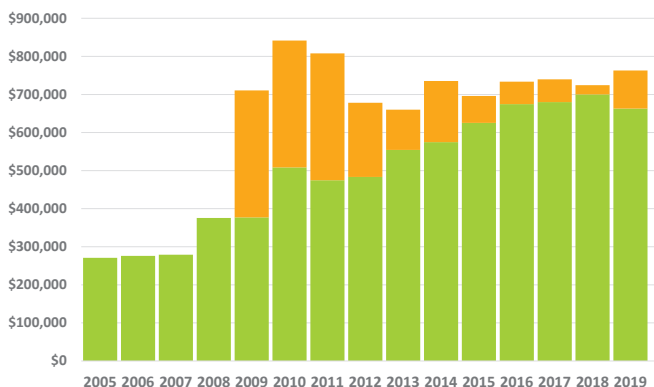


**Progress Towards
Ending Chronic
Homelessness In
Orange County**



**Emergency Solutions Grant/Homeless Prevention
and Rapid Rehousing Program**

Continuum of Care



\$775,546
FEDERAL FUNDING PREVIEWED IN 2019
\$9.4 MILLION
SINCE 2005

**ONLINE RESOURCE DATABASE:
OCCONNECT.INFO**

2019 REPORT

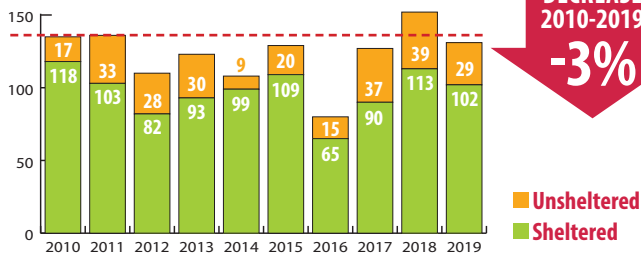
131

PEOPLE IN ORANGE
COUNTY EXPERIENCED
HOMELESSNESS
ON ONE NIGHT



Orange County Point-in-Time (PIT)
count numbers virtually flat since 2010

ORANGE COUNTY POINT-IN-TIME COUNT DATA 2010-2019



15%
DECREASE

24%
DECREASE

HOMELESS SYSTEM BEDS

112

SHELTER &
TRANSITIONAL
HOUSING

92 YEAR-ROUND
20 COLD WEATHER
COTS

88 PERMANENT
SUPPORTIVE
HOUSING

0

RAPID
RE-HOUSING



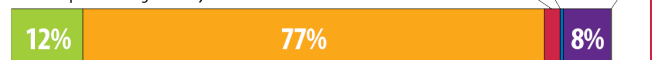
People experiencing homelessness are
disproportionately people of color

RACE

% of People Experiencing Homelessness in Orange County













% of People in Orange County Overall



Black or African-American White Multiple Races American Indian or Alaska Native Asian Native Hawaiian or Other Pacific Islander

We can end homelessness by closing the
seven current system gaps.

GAPS	FUNDING NEEDED
 Rapid Re-Housing	\$691,537
 Accessible, Housing-Focused Shelter	\$350,000
 Coordinated Entry Staffing	\$27,225
 Medical Respite Beds	\$217,180
 Memorial Service Funding	\$5,000
 Youth Host Homes Program	\$129,180
 Income-Based Rental Units	Dependent on approach
 Day Center with Services	Dependent on approach
 Street Outreach	Dependent on approach
 24-Hour Bathrooms	Dependent on approach
TOTAL	\$1,420,122

Less expensive to fill gaps than
to continue homelessness

Filling gaps results in taxpayer savings



Costs are **10-20 times** higher for people experiencing **chronic homelessness** vs. **first-time homelessness**. More than \$35,000 higher per year on average.

\$2,431,683

Estimated
taxpayer
cost of
homelessness
in Orange
County

\$1,011,561

\$1,420,122

Cost to fund
homelessness
service gap

**Estimated annual
cost savings**

(Over \$10 million
savings over 10 years)

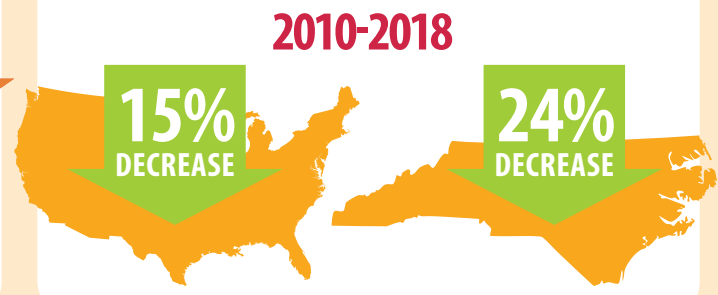
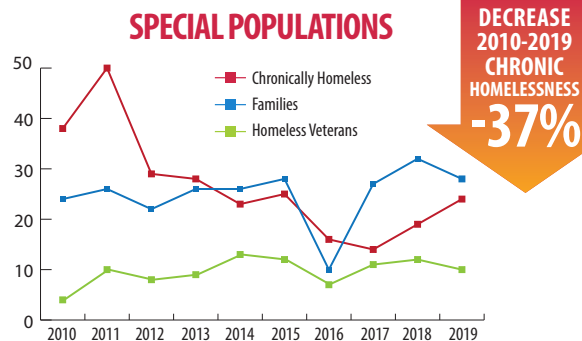
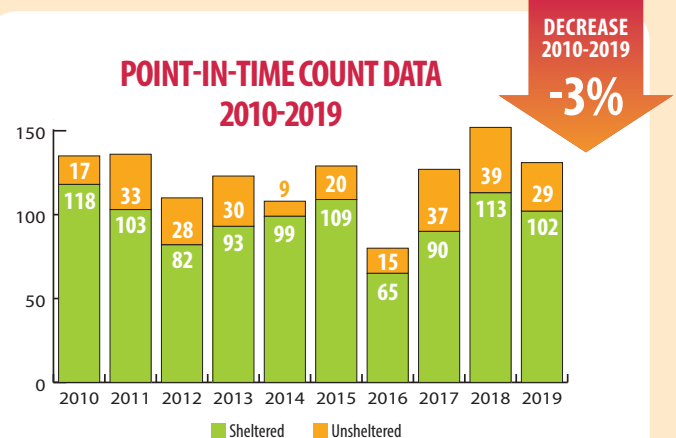
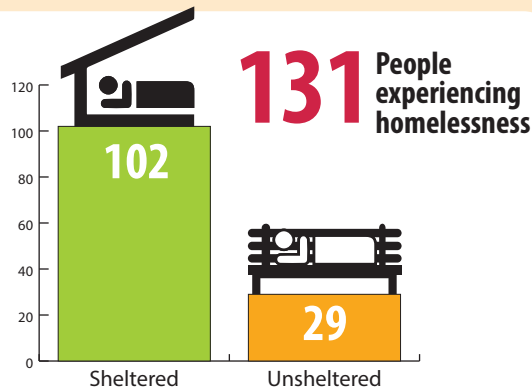


2019 HOMELESSNESS IN ORANGE COUNTY

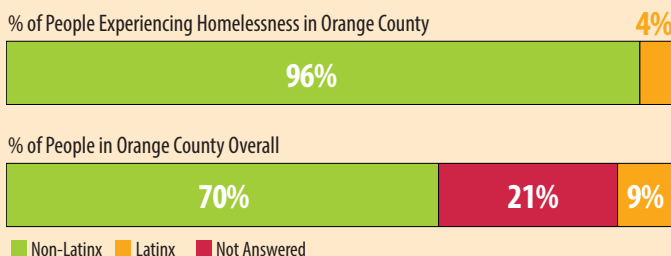


On one night...

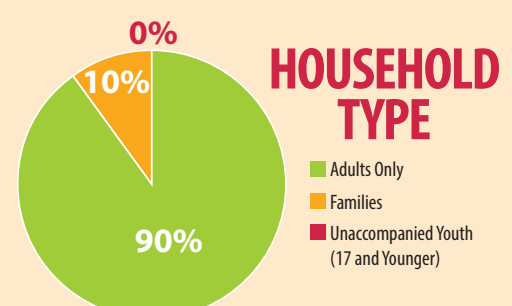
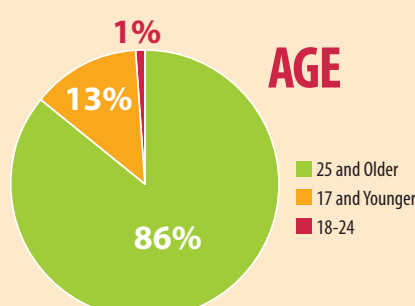
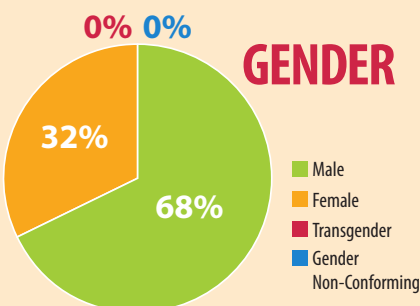
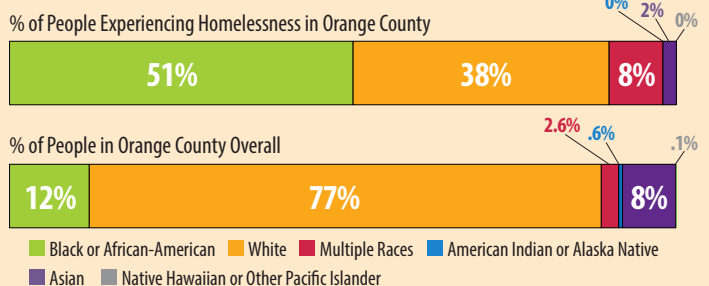
The Point-in-Time (PIT) Count is a nationwide, annual count of people experiencing sheltered homelessness (emergency shelter and transitional housing) and unsheltered homelessness (places not meant for human habitation like vehicles, sheds, or outside) on one night. PIT data track demographic information and trends over time.



ETHNICITY



RACE



2019 HOMELESSNESS IN ORANGE COUNTY



How we are doing overall...

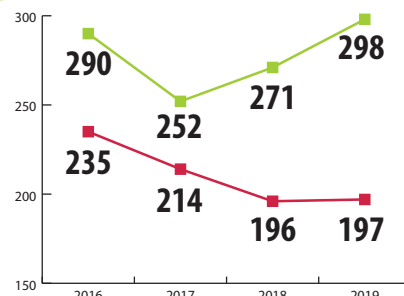
The Orange County Partnership to End Homelessness, aligned with the U.S. Interagency Council on Homelessness strategic plan, Home, Together, works to make homelessness Rare, Brief & One-Time. System Performance Measure data inform our progress on these goals.

RARE



298 People served by the homeless system in one year

197 Of those, people experiencing homelessness for the first time



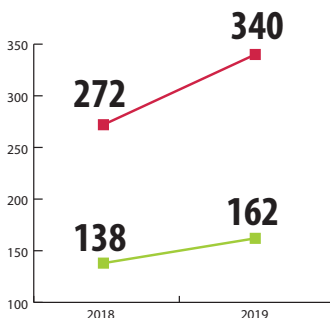
BRIEF



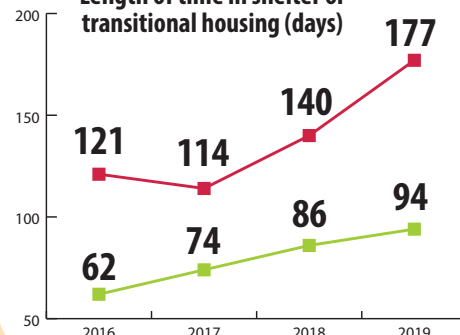
340
Average days

162
Median days

Length of time homeless (days)



Length of time in shelter or transitional housing (days)

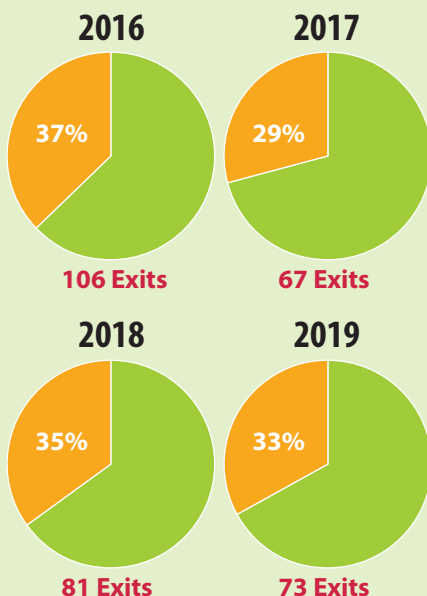


■ Average ■ Median

ONE TIME



33%
Exited to permanent housing



ONE TIME

18% Returned to homelessness within 2 years

	2016	2017	2018	2019
From Shelter	27%	26%	11%	43%
From Transitional Housing	10%	0%	0%	26%
From Permanent Housing	22%	0%	3%	3%
Total Returns	20%	10%	6%	18%
Number of Exits	147	196	102	76

Update to Homeless System Gaps Analysis

June 2019

Background

In 2016-2017 the Orange County Partnership to End Homelessness (OCPEH) gathered people with lived experience of homelessness, homeless service providers, community leaders, and state homeless experts to map the homeless service system in Orange County. This process created the Orange County homeless system map and the homeless system gaps analysis. OCPEH staff update the gaps analysis each year, the last update completed June 2019.

One of the three breakthrough initiatives in the [2019-2020 Plan to End Homelessness](#) is to fill homeless system gaps. Below are the updates to the Orange County Homeless System Gaps Analysis, adopted by the OCPEH Leadership Team on June 17, 2019.

Changes to 2017-2018 gaps

Best Practice, Fully Funded Rapid Re-Housing

- Gap has increased – average of 105 people on HOME list in January–April of 2019 compared with 65 people during same time period in 2018; no current Rapid Re-Housing program for non-veterans
- Budget increase to reflect increase in current numbers of people experiencing homelessness
 - Fully funded program \$1,074,150
 - Could be phased in over three years by adding case managers to increase # of households served from 30 in Year 1, to 60 in Year 2, to 90 in Year 3

GAP	FULL IMPLEMENTATION	PHASED IMPLEMENTATION		
	FULL ANNUAL COST	YEAR 1	YEAR 2	YEAR 3
Rapid Re-Housing	\$1,074,150	\$364,100	\$728,200	\$1,074,150

Further budget details on pages 6-7

Income-based Rental Housing

- Remains a gap
- Funding needed dependent on approach; many other community partners involved/in leadership roles

Housing Locator

- Gap filled by interlocal funding through the OCPEH FY2019-2020 budget
- Housing Justice Fellow funded via private donation at CEF starting July 2018

Drop-In Day Center with Integrated Services

- Remains a gap
- Funding needed dependent on approach

Street Outreach Program

- Remains a gap
- Change from 1 LCSW-level staff to 2 peer support-level staff to increase coverage time and to integrate with Home-Link program that can offer connections to mental health treatment
- Could be phased in over two years by adding one peer support staff in Year 1 then the other peer support staff in Year 2; 3% cost of living increase included for Year 3

GAP	FULL IMPLEMENTATION	PHASED IMPLEMENTATION		
	FULL ANNUAL COST	YEAR 1	YEAR 2	YEAR 3
Street Outreach	\$130,753	\$69,468	\$130,753	\$134,675

Further budget details on page 5

24-Hour Bathrooms in Downtown Chapel Hill/Carrboro

- Remains a gap
- Town of Chapel Hill Downtown Bathrooms Workgroup proposing a phased-in approach: improving existing facilities, new pilot project, and finally use data to plan more permanent community bathroom
- Costs TBD, other community partners taking leadership roles

Accessible & Housing-Focused Shelter

- Partially filled gap - women and families need met by IFC HomeStart
- IFC Community House unable to meet this gap for men who make up 80% of people experiencing homelessness because of the Good Neighbor Plan
- Next steps will be to come to community consensus on how to fill gap: realignment of IFC Community House, build a new shelter, or another approach
 - Facilitated community conversations coming in 2019-2020

Diversion Funding

- Gap filled by Focus on Franklin nonprofit, created by UNC undergraduate students in the Fall of 2018
 - Diversion implemented by CEF and DSS at coordinated entry access sites
 - \$6,145 and 4 mediations provided since October 2018 to divert 26 households
 - 27% of households seeking shelter diverted from homelessness
- Funding estimate to maintain program: \$400/household x 32 households = \$12,800
- If funding needed from other sources, could be phased in over three years

Gaps added in 2019

Coordinated Entry staff

- Staff to assist people accessing homeless services, being assessed for programs, and program referrals
- 1.5 full time employees for direct service
- 1 full time employee for administration and coordination of coordinated entry
- Could be phased in over three years, one full time direct service staff in Year 1, adding half time direct service staff + half time administrative staff in Year 2, increasing administrative staff to full time to cover coordination duties in Year 3

GAP	FULL IMPLEMENTATION	PHASED IMPLEMENTATION		
	FULL ANNUAL COST	YEAR 1	YEAR 2	YEAR 3
Coordinated Entry Staffing	\$161,051	\$69,234	\$129,701	\$156,926

Further budget details on page 5

Medical respite beds

- People without housing exiting hospital or detox who are unable to complete activities of daily living, therefore unable to stay at either IFC Community House or IFC HomeStart
- 3 program beds in 4 bedroom apartment; live-in residential support paid monthly stipend plus contracted services for case management, medical management, occupational therapy
- Program design for apartment does not lend itself to phase in; 3% cost of living increase included for Years 2-3

GAP	FULL IMPLEMENTATION	PHASED IMPLEMENTATION		
	FULL ANNUAL COST	YEAR 1	YEAR 2	YEAR 3
Medical Respite Beds	\$217,180	\$217,180	\$223,695	\$230,406

Further budget details on page 8

Memorial Service Funding

- Many people with lived experience of homelessness have serious medical needs, and several people with ties to our system pass away each year. Community members would like to have funds available to provide a simple service and cremation.
 - \$1000 for five people each year = \$5000
 - Could be phased in over three years

GAP	FULL IMPLEMENTATION	PHASED IMPLEMENTATION		
	FULL ANNUAL COST	YEAR 1	YEAR 2	YEAR 3
Memorial Service Funding	\$5,000	\$2,000	\$4,000	\$5,000

No further budget details

Youth Host Homes Program

- Expansion of Durham LGBTQ Center program to help youth (age 18-24) from Orange County who are experiencing homelessness
- Program trains community members to provide safe and affirming housing for up to 6 months and provides case management for mental health and housing
- Could be phased in over three years, serving five youth in Year 1, ten youth in Year 2, and fifteen youth in Year 3

GAP	FULL IMPLEMENTATION	PHASED IMPLEMENTATION		
	FULL ANNUAL COST	YEAR 1	YEAR 2	YEAR 3
Youth Host Homes Program	\$129,180	\$71,500	\$100,320	\$129,180

Further budget details on page 8

Summary Budget

This table brings together program costs for all Orange County Homeless System Gaps, looking at the total implementation costs, and costs if Orange County were to phase in gap filling over three years. If Orange County jurisdictions were to split funding to fill gaps by population, those total costs and costs for a phased implementation over three years are included at the bottom of the table.

GAP				
	FULL IMPLEMENTATION	PHASED IMPLEMENTATION		
	FULL ANNUAL COST	YEAR 1	YEAR 2	YEAR 3
Rapid Re-Housing	\$1,074,150	\$364,100	\$728,200	\$1,074,150
Income-Based Rental Units	dependent on approach			
Housing Locator	gap filled by local funding			
Day Center with Services	dependent on approach			
Street Outreach	\$130,753	\$68,676	\$130,753	\$134,675
24-Hour Bathrooms	costs TBD			
Accessible, Housing-Focused Shelter	dependent on approach			
Diversion Funding	gap filled by Focus on Franklin			
Coordinated Entry Staffing	\$161,051	\$69,234	\$129,701	\$156,926
Medical Respite Beds	\$217,180	\$217,180	\$223,695	\$230,406
Memorial Service Funding	\$5,000	\$2,000	\$4,000	\$5,000
Youth Host Homes Program	\$129,180	\$71,500	\$100,320	\$129,180
TOTAL	\$1,717,313	\$792,690	\$1,316,669	\$1,730,337
Chapel Hill	41%	\$651,135	\$295,688	\$498,703
Orange County	39%	\$619,372	\$281,264	\$474,376
Carrboro	15%	\$238,220	\$108,179	\$182,452
Hillsborough	5%	\$79,407	\$36,060	\$60,817

Street Outreach

CATEGORY	DESCRIPTION	TOTAL	YEAR 1	YEAR 2
Personnel	2 40hr. Employees - salaries and benefits	\$100,000	\$50,000	\$100,000
Personnel	Training/conferences	\$3,000	\$1,500	\$3,000
Personnel	Mileage	\$1,926	\$963	\$1,926
Supplies	1 time cost - computers, printers, phones	\$2,500	\$1,250	\$2,500
Supplies	Phone	\$1,440	\$720	\$1,440
Supplies	Office overhead	\$6,000	\$6,000	\$6,000
Supplies	Annual costs - participant gift cards, food, bus passes	\$4,000	\$2,000	\$4,000
Subtotal		\$118,866	\$62,433	\$118,866
Admin		\$11,887	\$6,243	\$11,887
TOTAL		\$130,753	\$68,676	\$130,753

Coordinated Entry Staffing

CATEGORY	DESCRIPTION	TOTAL	YEAR 1	YEAR 2	YEAR 3
Personnel	Salary and benefits for 1.5 full time direct service employees; duties: day-to-day crisis intervention, service connection, referrals, covering homeless hotline, data entry	\$78,000	\$52,000	\$78,000	\$78,000
Personnel	Salary and benefits for .5 full time admin employee; duties: coordinating HOME and Veterans By-Name Lists, care coordination, data quality, training users and updating training materials	combined with .5 coordinating employee below		\$26,000	
Personnel	Salary and benefits for .5 full time coordinating employee; duties: ongoing quality improvements, fostering connections between agencies, coordinating between Durham and Wake and rural counties	\$52,000			\$52,000
Personnel	Training/conferences	\$4,500	\$3,000	\$4,500	\$4,500
Supplies	1 time cost - computers, printers, phones	\$3,750	\$2,500	\$1,250	
Supplies	Phone	\$2,160	\$1,440	\$2,160	\$2,160
Supplies	Office overhead	\$6,000	\$4,000	\$6,000	\$6,000
Subtotal		\$146,410	\$62,940	\$117,910	\$142,660
Admin		\$14,641	\$6,294	\$11,791	\$14,266
TOTAL		\$161,051	\$69,234	\$129,701	\$156,926

Budget Details

Rapid Re-Housing

HOUSEHOLD COST CALCULATIONS				
		LOW	MID	HIGH
Monthly	Rent	\$850	\$850	\$850
Monthly	Utilities	\$200	\$300	\$300
One-time	Deposits	\$1,200	\$1,600	\$2,200
One-time	Arrears		\$250	\$1,500
Months		2	6	14
HOUSEHOLD TOTAL		\$3,300	\$8,750	\$19,800

FULL PROGRAM IMPLEMENTATION - FINANCIAL ASSISTANCE				
TYPE	COST/HOUSEHOLD	NUMBER	TOTAL	
Low	\$3,300	40	\$132,000	
Mid	\$8,750	30	\$262,500	
High	\$19,800	20	\$396,000	
FINANCIAL ASSISTANCE SUBTOTAL			\$790,500	81%

CASE MANAGEMENT				
Case manager salary + benefits	\$62,000			
Number of case managers		3		
Case load/month	15			
CASE MGMT. SUBTOTAL			\$186,000	19%
PROGRAM SUBTOTAL			\$976,500	
ADMIN			\$97,650	
TOTAL			\$1,074,150	

Rapid Re-Housing, continued

2/3 PROGRAM IMPLEMENTATION - FINANCIAL ASSISTANCE				
TYPE	COST/HOUSEHOLD	NUMBER	TOTAL	
Low	\$3,300	26	\$85,800	
Mid	\$8,750	20	\$175,000	
High	\$19,800	14	\$277,200	
FINANCIAL ASSISTANCE SUBTOTAL			\$538,000	81%
CASE MANAGEMENT				
Case manager salary + benefits	\$62,000			
Number of case managers		2		
Case load/month	15			
CASE MGMT. SUBTOTAL			\$124,000	19%
PROGRAM SUBTOTAL			\$662,000	
ADMIN			\$66,200	
TOTAL			\$728,200	

1/3 PROGRAM IMPLEMENTATION - FINANCIAL ASSISTANCE				
TYPE	COST/HOUSEHOLD	NUMBER	TOTAL	
Low	\$3,300	13	\$42,900	
Mid	\$8,750	10	\$87,500	
High	\$19,800	7	\$138,600	
FINANCIAL ASSISTANCE SUBTOTAL			\$538,000	81%
CASE MANAGEMENT				
Case manager salary + benefits	\$62,000			
Number of case managers		1		
Case load/month	15			
CASE MGMT. SUBTOTAL			\$62,000	19%
PROGRAM SUBTOTAL			\$331,000	
ADMIN			\$33,100	
TOTAL			\$364,100	

Medical Respite

STAFF	HOURS/WEEK	RATE	COST/MONTH	COST/YEAR
Case management	20	\$30	\$2,600	\$31,200
RN	20	\$45	\$3,900	\$46,800
MD consultant	5	\$100	\$2,167	\$26,000
OT	10	\$45	\$1,950	\$23,400
Residential support (stipend of \$1200/month)			\$1,200	\$14,400

SUPPLIES & OTHER COSTS	PER MONTH	PER UNIT		
Start-Up Costs (furniture, linens, washer/dryer, apartment deposit. etc)		\$15,000	one-time costs	\$15,000
Medical Supplies			\$500	\$6,000
Client Transportation (15 rides per week for 3 people)	45	\$20	\$900	\$10,800
Food (3 meals per day for 4 people)	122	\$7	\$852	\$10,220
Rent, 4 BR apartment			\$1,500	\$18,000
Utilities (water, trash, gas, electricity, internet)			\$700	\$8,400
Renters insurance and other liability coverage			\$300	\$3,600
Cleaning service 2x per month	2	140	\$280	\$3,360
TOTAL PROGRAM COST				\$217,180

Youth Host Homes Program

CATEGORY	DESCRIPTION	TOTAL	YEAR 1	YEAR 2
Personnel	One-third cost of 2 FTEs - salaries and benefits (1/3 cost of \$120,000 in Year 1 with 3% COLA added in Year 2 and Year 3)	\$42,436	\$40,000	\$41,200
Personnel	Contracted therapist (\$500/client)	\$7,500	\$2,500	\$5,000
Program costs	Host stipends (\$500/month x 18 host months in Year 1; 36 host months in Year 2; 54 host months in Year 3)	\$27,000	\$9,000	\$18,000
Program costs	Client financial assistance (\$2700/client)	\$40,500	\$13,500	\$27,000
Subtotal		\$117,436	\$65,000	\$91,200
Admin	10% administrative overhead	\$11,744	\$6,500	\$9,120
TOTAL		\$129,180	\$71,500	\$100,320



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-109

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Presentation of the Chapel Hill Transit Short Range Transit Plan

PURPOSE: The purpose of this agenda item is for the Town Council to receive a presentation of the Short Range Transit Plan (SRTP).

DEPARTMENT: Town Manager's Office

CONTACT INFORMATION: Anne-Marie Vanaman, Management Assistant - 919-918-7321; Brian Litchfield, Chapel Hill Transit Director - 919-969-4908

INFORMATION: In September 2017, Chapel Hill Transit engaged the engineering firm Nelson/Nygaard Consulting Associates to develop its Short Range Transit Plan. Representatives from the Town of Carrboro, the Town of Chapel Hill, and UNC-Chapel Hill participated in the Technical and Policy Committees which guided the development of the SRTP and its six guiding principles: improve transit mode shift, increase ridership, create high frequency transit corridors, emphasize equity, improve weekend service, and enhance the convenience of living without a private vehicle. Public input was received in 2017 and 2018 and helped inform the Plan; meetings were held at Carrboro Town Hall on the following dates:

- September 25, 2017
- January 24, 2018
- September 24, 2018

Feedback from Carrboro sessions included requests for service to the future Lloyd Farm development, increased weekend service along West Main Street (helpful for FoodFirst and Club Nova clients) and enhanced service for the Rogers Road area. A summary of the SRTP can be found in Attachment A.

On January 28, 2020, the Short Range Transit Plan was presented to the Transit Partners Committee. Public information sessions about transit changes occurred in January in Chapel Hill and will occur on Monday, February 10th and Wednesday, February 19th in Carrboro.

The Chapel Hill Town Council is anticipated to consider the Plan in late February or March, and to implement a marketing plan to communicate bus route changes that will occur. Implementation of the SRTP is scheduled for August 2020.

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

FISCAL & STAFF IMPACT: The Short Range Transit Plan is intended to be cost neutral, with no expectation of additional funding from the Transit Partners.

RECOMMENDATION: Staff recommends the Town Council receive the presentation.

Short Range Transit Plan – Summary

Chapel Hill Transit initiated its Short Range Transit Plan (S RTP) development in September 2017.

At the outset of the planning process, a Technical Committee and Policy Committee were established to allow for in-depth discussion and informed decision-making on the part of Chapel Hill Transit's Partners Committee. Both committees included representatives from the Town of Chapel Hill, Town of Carrboro, and UNC-Chapel Hill. The goal of the Technical Committee was to review recommendations and ask clarifying questions before presentations were made to the Partners Committee as a whole; the goal of the Policy Committee was to provide strategic direction, review work products and recommendations, and make recommendations to the Partners Committee.

CHT's S RTP Technical Committee and Policy Committee developed six guiding principles designed to inform the future of transit service in Chapel Hill. The six goals are as follows:

- Improve transit mode shift. Improving weekend service throughout the system, how often buses arrive, making service simpler and easier to understand, and providing more all-day service were strategies identified to improve transit mode shift in the community.
- Increase ridership. Recommendations developed as part of the S RTP process improve weekend service, increase service frequency, and make service more direct to increase ridership in the system.
- Create high frequency transit corridors. The S RTP Preferred Alternative improves service frequencies in the highest demand areas of the service area, including East Franklin Street and Martin Luther King Jr. Boulevard, to provide a series of high frequency transit corridors.
- Emphasize equity. Recommendations considered transit need as part of the service planning effort, and recommendations result in minimal change to existing service coverage to ensure transit service continues to be provided where it is needed most.
- Improve weekend service. Better weekend service was an important priority identified by the community, and short-term service recommendations will greatly expand the level of service offered on weekends.
- Enhance the convenience of living without a private vehicle. By improving existing service frequency, directness of service, Saturday service, and the availability of Sunday service, recommendations developed as part of the S RTP will enhance the convenience of living without a private vehicle in Carrboro and Chapel Hill.

Following a detailed analysis and several community/customer engagement efforts, the Preferred Alternative of the S RTP makes modest changes to bus routing, reallocating existing resources to improve service frequency on key routes, maintain service area coverage, simplify service, and improve weekend service. It modifies 15 routes, eliminates four, and leaves five unchanged.

Weekday Peak Period Service

During peak period service from approximately 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m., high frequency service (every 15 minutes or better) would be offered on Routes CCX, CM, CPX, J, NS, NU, S, RU, and U. Routes D and CL would provide a combined 10-minute frequency on East Franklin Street. The remaining routes maintain coverage throughout the service area with frequencies between 20-60 minutes.

Weekday Midday Service

During the midday time period from approximately 9 a.m. to 3 p.m., high frequency service (every 15 minutes or better) would be offered on routes NS, RU, and U. Routes D and CL would provide a combined 15-minute or better frequency on East Franklin Street. The remaining routes would operate with frequencies between 20-60 minutes.

Saturday and Sunday Service

In the Preferred Alternative, weekend service is dramatically improved over what is currently offered. Saturday and Sunday service would be provided on Routes A, CM, CW, D, J, N, and NS; existing Saturday and Sunday service would be maintained for Route NU and U.

Since the Preferred Alternative adds new Saturday and Sunday service along Martin Luther King Jr. Boulevard on Route NS, weekend service currently offered on Route T would be eliminated. Weekend-only Routes FG and JN would be removed and replaced by new weekend services.

Throughout the SRTP project, public involvement remained a large component of the planning process. Three (3) rounds of public involvement were held during the initial start of the project, during the scenarios phase and finally, during the Preferred Alternative phase. These rounds of public involvement netted over 2,000 comments through face to face, email and online surveys.

As the project nears adoption, our next round of public involvement will focus on our implementation of the SRTP in August 2020.



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-82

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Capital Improvement Plan FY 2020-21 through FY 2024-25

PURPOSE: To present a report to the Town Council on the proposed Capital Improve Plan (CIP) for FY 2020-21 through FY 2024-25

DEPARTMENT: Town Manager and Finance

CONTACT INFORMATION: David Andrews, 919-918-7315; Arche McAdoo, 919-918-7439

INFORMATION: The updated CIP for FY 2020 through FY 2024-25 (Attachment B) concentrates on the completion of current projects, storm water improvements, financing the 203 Project, and renovation of current facilities. The CIP through FY 2024-25 totals \$58.9 million and includes an appropriation of \$26.9 million for projects that are currently underway; and \$32.0 million for proposed additional projects.

	Previous	FY 2021- 25	Total
<u>PROJECT COSTS</u>	<u>Appropriations</u>	<u>Request</u>	<u>Project Costs</u>
Current Projects	\$ 25,508,292	\$ 13,287,650	\$ 38,795,942
New Projects		\$ 13,891,225	\$ 13,891,225
Vehicles/Equipment	\$ 1,089,814	\$ 3,063,400	\$ 4,153,214
Technology Projects	\$ 250,000	\$ 178,000	\$ 428,000
Storm Water Projects	\$ 100,000	\$ 1,570,000	\$ 1,670,000
TOTAL ALL PROJECTS	\$ 26,948,106	\$ 31,990,275	\$ 58,938,381

The largest project underway is the 203 Project with a revised estimated cost of \$15.6 million. This is a joint development between the Town and Orange County to develop facility to house the Orange County Southern Branch Library, Town recreational programs, and other possible uses. The County is expected to contribute \$6.6 million and the Town anticipates using a combination of cash and debt financing to covers its \$9.0 million share. Financing for this project is anticipated in FY 2021. The final costs for the 203 Project may change as the final design and construction plans are finalized.

Renovation of existing Town facilities continues to be a need and high priority. For fiscal years, 2022 through 2025, we anticipate needing \$10.7 million for renovation of Town Hall, Century Center and Fire Station #1.

Agenda Date: 2/11/2020

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In Control: Board of Aldermen

Version: 1

We anticipate, at this point, using a combination of cash and debt financing for these renovations, depending upon final cost estimates and the overall financial condition of the Town. Also, we know that the Public Works facilities, located in a flood area, is in need of significant improvements. We are currently exploring the possibility of securing federal funds to relocate this facility to a non-flood area.

Capital projects for storm water management are included at an estimated cost of \$1.67 million over the next five years. These projects are to be funded by the Storm Water Fee established in FY 2018-19, and revised in FY 2019-20.

For replacement of vehicles and equipment, the Fleet Management Division in Public Works estimates a need for \$3.0 million over the next five years. Each year when the annual operating budget is developed, vehicles and equipment scheduled for replacement undergo another evaluation and priorities are established, and only the highest priorities are funded. The actual vehicles and equipment to be acquired in any given year will continue to be dependent upon the Town's financial condition and debt tolerance.

FISCAL & STAFF IMPACT: The CIP does not appropriate funding for capital projects. Rather, capital projects are funded by the Town Council through the adoption of a Capital Project Ordinance or in the annual General Fund budget.

RECOMMENDATION: That the Town Council accept the Report on the Capital Improvement Plan for FY 2020-21 through FY 2024-25, and approve the attached resolution (Attachment A).

**RESOLUTION TO ACCEPT REPORT ON
CAPITAL IMPROVEMENTS PLAN FOR FY 2020-21 THROUGH FY 2024-25**

WHEREAS, the Town Manager and staff have developed a Capital Improvements Plan for FY 2020-21 through FY 2024-25; and,

WHEREAS, the Town of Carrboro recognizes that a Capital Improvements Plan enables staff and the Town Council to plan for future capital needs and investments necessary to provide quality services to residents; and,

WHEREAS, the Capital Improvements Plan is a five year planning tool designed to address the Town's capital needs with regards to: 1) maintaining the existing infrastructure to protect the Town's investments; 2) expanding the Town's tax base in a way that will benefit both future and current citizens; 3) complying with state and federal mandates; 4) incorporating energy and climate protection strategies; 5) providing Town services in the most efficient and safe manner; and, 6) managing and encouraging orderly implementation of Town adopted needs assessments, strategic and program master plans; and,

WHEREAS, the recommended FY 2020-21 through FY 2024-25 Capital Improvements Plan has been presented to the Town Council; and,

WHEREAS, no appropriation of funds for a project(s) is made by the CIP and such appropriation is made by the Town Council through the adoption of a project ordinance or in the annual operating budget;

THEREFORE BE IT RESOLVED that the Town of Carrboro Town Council accepts the Report on Capital Improvements Plan for FY 2020-21 through FY 2024-25 and offers the following changes or directions:

- 1.
- 2.
- 3.
- 4.

**TOWN OF CARRBORO, NORTH CAROLINA
CAPITAL IMPROVEMENTS PLAN
FY 2021 THROUGH FY 2025**

TOWN COUNCIL

Lydia Lavelle, Mayor
Barbara Foushee, Mayor Pro-Tempore
Jacquelyn Gist
Ranee Haven-O'Donnell
Susan Romaine
Damon Seils
Sammy Slade

TOWN MANAGER

David L. Andrews, ICMA-CM

DEPARTMENT HEADS

Cathy Dorando, Town Clerk
Julie Eckenrode, Human Resources
Joe Guckavan, Public Works Director
Walter Horton, Police Chief
Arche L. McAdoo, Finance Director
Patricia McGuire, Planning Director
Anita Jones-McNair, Recreation and Parks Director
David Schmidt, Fire Chief
Annette Stone, Economic & Community Development Director
Andy Vogel, Information Technology Director

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Message from the Manager
Capital Improvements Plan
FY 2021 through FY 2025

February 11, 2020

Dear Mayor and Council Members:

After extensive review of Town needs and priorities, we have developed a Capital Improvements Plan (CIP) for the next five years that concentrates on renovation of existing Town facilities, financing the 203 Project, pedestrian improvements, and storm water improvements.

The CIP through FY 2025 totals \$58.9 million and includes \$26.9 million for projects that are currently underway and \$32.0 million for new projects. In 2021 we expect to finalize financing for the 203 Project. This is a joint endeavor between the Town and Orange County, to develop a facility to house the Orange County Southern Branch Library and recreational programs for the Town. The project is currently estimated to cost \$15.7 million, The County is expected to contribute \$6.6 million and the Town anticipates financing its \$9.0 million share through a combination of cash and installment financing.

The Facilities Assessment and Space Needs Study conducted in 2016 identified a need for the renovation of several Town building. For fiscal years, 2022 through 2025, we anticipate needing \$10.7 million for renovation of Town Hall, Century Center and Fire Station #1. In 2021, funds are identified primarily for improvements for the comprehensive plan update, pedestrian facilities, street resurfacing, and vehicle/equipment replacements.

For replacement of vehicles and equipment, the Fleet Management Division in Public Works estimates a need for \$3.0 million over the next five years. Each year when the annual operating budget is developed, vehicles and equipment scheduled for replacement undergo another evaluation and priorities are established, and only the highest priorities are funded. The actual vehicles and equipment to be acquired in any given year will continue to be dependent upon the Town's financial condition and debt tolerance.

Six storm water projects are included in the CIP at an estimated cost of \$1.67 million over the next five years. These projects are expected to be funded by the Storm Water Fee established in 2018-19. All storm water activities now reside in the Storm Water Utility Enterprise Fund. The Storm Water Utility Enterprise Fund is expected to provide a stable and consistent source of funding to address storm water and flooding issues throughout the Town.

Overall Costs

The total cost of the CIP for FY 2020-21 through FY 2024-25 is estimated at \$58.9 million, \$11.4 million, more than last year. Current projects total \$26.9 million or 46% of the total. Roughly 57% of the total is for Public Works and Planning projects representing \$33.9 million of total costs.

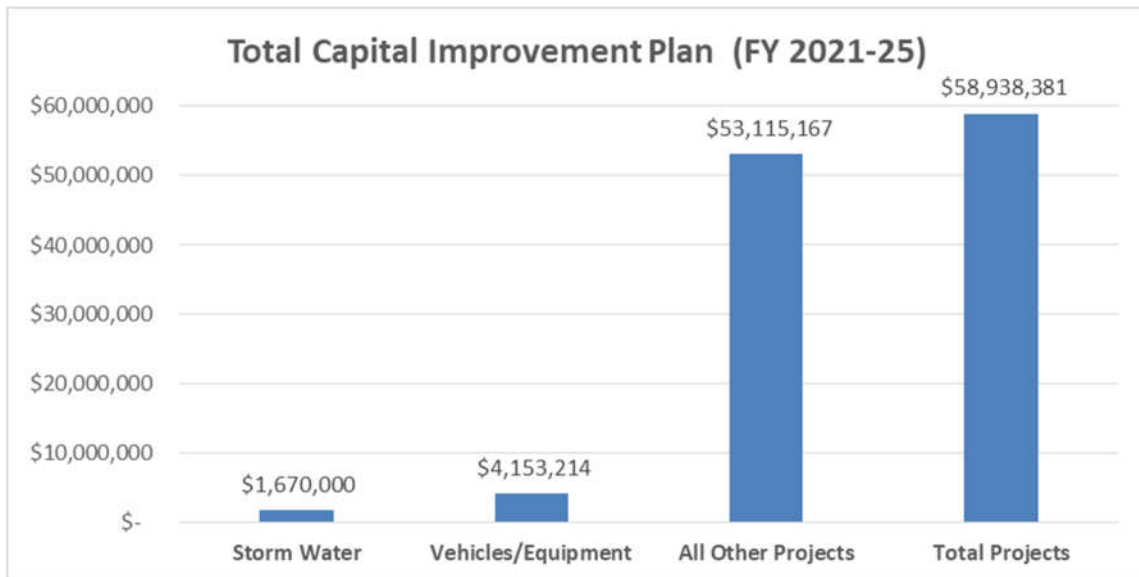
Capital Projects by Category

	Total Project Costs	% of Total
General Government	\$ 15,699,895	26.7%
Vehicles/Equipment	\$ 4,153,214	7.0%
Information Technology	\$ 428,000	0.7%
Public Safety	\$ 314,924	0.5%
Planning and Zoning	\$ 10,286,494	17.5%
Public Works	\$ 23,624,658	40.1%
Recreation and Parks	\$ 2,761,196	4.7%
Storm Water	\$ 1,670,000	2.8%
Total Projects	\$ 58,938,381	100.0%

The chart below shows the estimated cash needs by year.

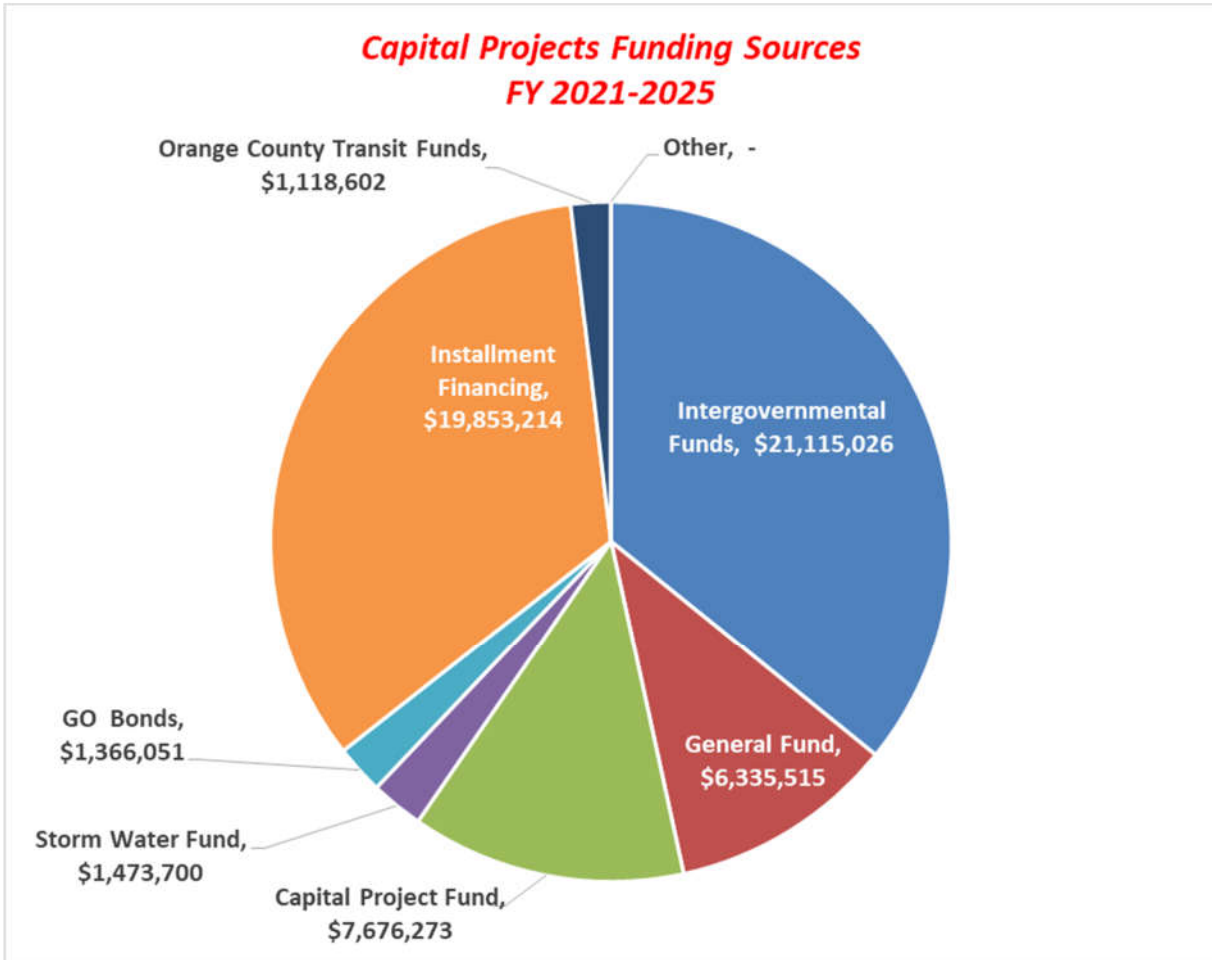
	Previous Appropriations	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
General Government	16,789,709	921,000	476,500	639,400	501,500	525,000	3,063,400	19,853,109
Information Technology	250,000	178,000	-	-	-	-	178,000	428,000
Public Safety	314,924	-	-	-	-	-	-	314,924
Planning and Zoning	3,937,619	1,288,512	834,363	1,125,000	1,137,000	1,964,000	6,348,875	10,286,494
Public Works	2,794,658	1,200,000	1,850,000	3,130,000	8,050,000	6,600,000	20,830,000	23,624,658
Recreation and Parks	2,761,196	-	-	-	-	-	-	2,761,196
Storm Water	100,000	425,000	100,000	390,000	215,000	440,000	1,570,000	1,670,000
Total Projects	26,948,106	4,012,512	3,260,863	5,284,400	9,903,500	9,529,000	31,990,275	58,938,381

Storm water projects total \$1.7 million, vehicles and equipment total \$4.2 million and \$53.0 million are related to non-storm water projects.



Funding Sources

Below are the proposed sources of funding for the \$58.9 million CIP for FY 2020-21 through FY 2024-25.

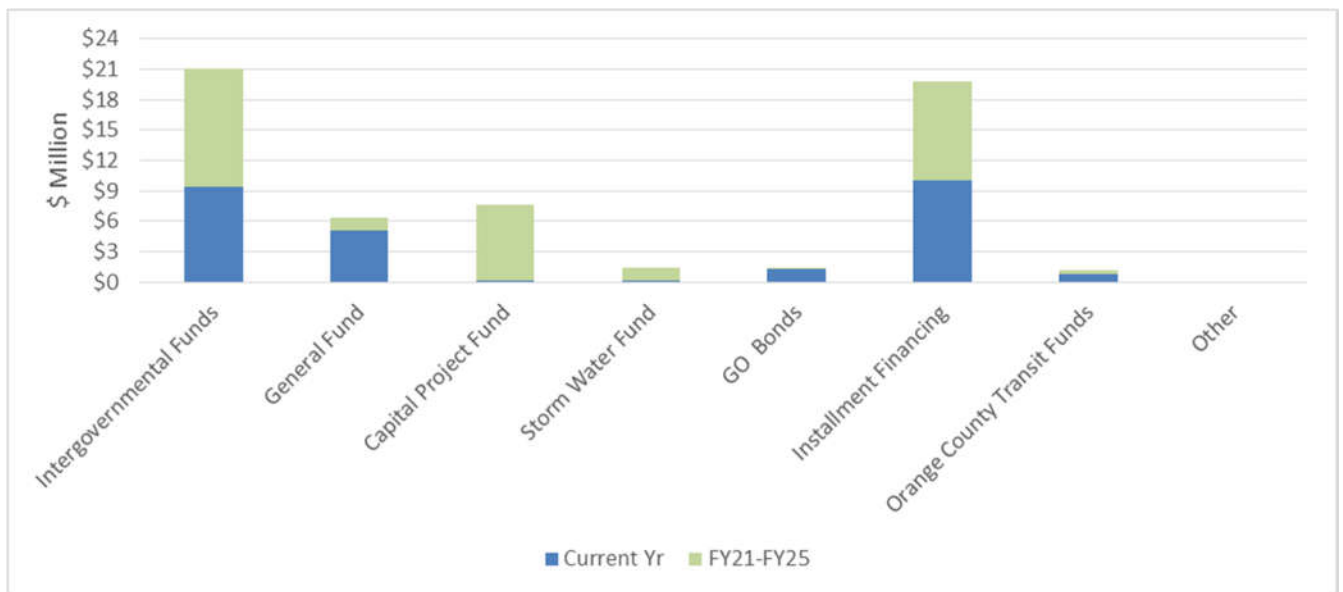


<u>Funding Source</u>	<u>Totals</u>	<u>%</u>
Intergovernmental Funds	\$ 21,115,026	35.9%
General Fund	\$ 6,335,515	10.7%
Capital Project Fund	\$ 7,676,273	13.0%
Storm Water Fund	\$ 1,473,700	2.5%
GO Bonds	\$ 1,366,051	2.3%
Installment Financing	\$ 19,853,214	33.7%
Orange County Transit Funds	\$ 1,118,602	1.9%
Other	-	0.0%
Total Funding	\$ 58,938,381	100.0%

Historically, the Town has limited the use of debt financing for specific capital projects. For example, general obligation bonds were issued for sidewalks and greenways, bank financing for fire station #2, and lease-purchases for vehicle and equipment replacements annually. Installment debt financing for the CIP through FY 2024-25 comprise 33.7% of all capital funding sources compared to 37.6% last year.

The projects supported by General Obligation bonds issued in 2013 are nearing completion. The remaining projects (e.g., sidewalks, greenways, etc.) currently comprise 10.0% of the total capital funding (intergovernmental and bond funds). At present, no decisions have been made as to future general obligation referendum.

Intergovernmental revenues provide a significant share of project costs. The challenge for the Town will be to provide matching funds for such revenues. General Fund operating funds will comprise 10.7% of capital financing sources. The Town has in the past been able to use 2013 general obligation bonds issued for sidewalks and greenways, and fund balance from the general fund to match intergovernmental funds. Below is a chart that shows financing sources for the current year compared to FY 2021-FY25.



Undertaking the proposed capital projects through FY 2024-25 will present many challenges and decision points. Along with proper and appropriate design of capital projects, the Town will need to balance funding capital projects with the continuation of current level services to residents. With a heavy reliance on residential property tax revenues, the Town will need to continue to explore additional revenue sources (e.g. increased property tax rate, transit tax, prepared meals tax, increase fees, impact fees, etc.).

The Town has established high levels of service delivery for the citizens. Implementation of the proposed capital projects through FY 2024-25 will provide the necessary infrastructure and create an environment for continuation of high performance levels in delivering services to residents.

Sincerely,

David L. Andrews, ICMA-CM
Town Manager

INTRODUCTION

The Capital Improvement Plan (CIP) is a planning tool that seeks to develop a plan for meeting the Town's immediate and long-term capital needs. It identifies needed capital investments for property, plant or equipment acquisitions and renovations to implement the Town Council's vision and strategic priorities for the Town. The Town Council's ultimate goal is to create and maintain Carrboro as a sustainable community that is a highly desirable place to live, with emphasis on quality of life policies such as walkability, environmental protection, recreation and local economic development.

No budget appropriations are made in the CIP. Capital projects are funded by the Town Council through adoption of a Capital Project Ordinance or in the annual general fund budget ordinance. Adjustments for project costs may be made each year during development of the annual operating budget. The CIP is prepared bi-annually and updated annually or as necessary.

Capital projects are required to address one of the Town Council's six strategic goals:

1. Maintaining the existing infrastructure in order to protect the Town's investments
2. Expanding the Town's tax base in a way that will benefit both current and future citizens
3. Complying with state and federal mandates
4. Incorporating energy and climate protection strategies
5. Providing Town services in the most efficient, safe and quality manner
6. Managing and encouraging orderly implementation of Town adopted needs assessments, strategic and program master plans (e.g., Vision 2020, Downtown Visioning Plan, Downtown Traffic Circulation Study, Recreation and Parks Master Plan, etc.)

Projects in the CIP fall into one of the following categories:

- Public Works/Infrastructure projects (e.g., purchase, construction or renovation of buildings, purchase of land, construction of parks and greenways, sidewalk construction, etc.) that cost \$100,000 or more and require several years for completion.
- Vehicles and Equipment replacements that cost \$30,000 or more per unit. As a general rule, vehicles with less than 100,000 miles will not be replaced unless it is determined to be a "lemon" and annual repairs in a two year period exceed the cost of a new vehicle. Beginning in 2016 all vehicles for purchase must reflect fuel efficiencies as identified in the Town's Strategic Energy and Climate Protection Plan.
- Information Technology (IT) projects which cost \$50,000 or more that are designed to increase or provide new technology capacity. IT projects related to software replacements, upgrades or maintenance costs are provided for in the annual operating budget.
- Storm Water Management projects to address mandated federal and state storm water compliance requirements, as well as flooding mitigation throughout the Town due to the frequency and severity of rain storms.

Project costs are updated periodically depending on the type of project. For example: street resurfacing costs are adjusted each year due to the fluctuation of petroleum costs; sidewalk costs are updated based on a cost per foot; new construction and renovations are calculated on a square foot basis. Funds appropriated in the annual operating budget for study or evaluation of facilities and infrastructure that are less than \$50,000 are not included as part of the CIP project cost.

The table below is a summary of capital projects, current and new requests with estimated cash needs per year.

Summary of Capital Improvements Plan FY 2020-21 through FY 2024-25

		Previous						FY21-FY25	Project
		<u>Appropriations</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>Total</u>	<u>Total</u>
Expenses									
	Planning/Design	2,801,635	740,262	748,000	1,443,200	559,520	146,240	3,637,222	6,438,857
	Construction	21,995,253	1,773,250	1,943,000	3,149,800	8,732,480	8,857,760	24,456,290	46,451,543
	Land/ROW	746,480	400,000	93,363	52,000	10,000	-	555,363	1,301,843
	Equipment/Furnishings	1,404,738	1,099,000	476,500	639,400	601,500	525,000	3,341,400	4,746,138
Total Expenditures		\$ 26,948,106	\$4,012,512	\$3,260,863	\$5,284,400	\$ 9,903,500	\$ 9,529,000	\$31,990,275	\$58,938,381
Appropriations									
	Intergovernmental Funds	9,385,726	1,226,500	785,200	1,296,000	7,071,200	1,350,400	11,729,300	21,115,026
	General Fund	5,135,515	400,000	200,000	200,000	200,000	200,000	1,200,000	6,335,515
	Capital Project Fund	143,823	1,071,050	1,642,600	2,239,400	1,565,800	1,013,600	7,532,450	7,676,273
	Storm Water Fund	100,000	228,700	100,000	390,000	215,000	440,000	1,373,700	1,473,700
	GO Bonds	1,341,051	25,000	-	-	-	-	25,000	1,366,051
	Installment Financing	10,089,814	921,000	476,500	989,400	851,500	6,525,000	9,763,400	19,853,214
	Other *	752,177	140,262	56,563	169,600	-	-	366,425	1,118,602
Total Funding		\$ 26,948,106	\$4,012,512	\$3,260,863	\$5,284,400	\$ 9,903,500	\$ 9,529,000	\$31,990,275	\$58,938,381
* Includes Orange Cnty Transit Fnds of:									
		752,177	140,262	56,563	169,600			366,425	1,118,602

CURRENT PROJECTS

The Town Council has appropriated \$26.9 million for nineteen (19) capital projects that are currently underway...see listing below. For a status report of each project, see Appendix C.

Technology Projects

South Greensboro St. Conduit	\$ 95,000
Rogers Road Conduit	\$ 155,000

Public Safety Projects

Self-Contained Breathing Apparatus Re	\$ 314,924
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Sidewalks & Greenways Projects

Jones Creek Greenway	\$ 420,000
Morgan Creek Greenway	\$ 1,567,500
Rogers Road Sidewalk	\$ 1,471,658
South Greensboro Street Sidewalk	\$ 1,750,119

Planning Projects

Comprehensive Plan	\$ 200,000
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Recreation and Parks

MLK Jr. Park Construction Design	\$ 2,761,196
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Public Works Projects

Vehicle Replacements	\$ 1,089,814
Town Hall Renovations (Replace Roof)	\$ 100,000
Street Resurfacing	\$ 550,000
Bus Shelter Replacement	\$ 288,000
Unpaved Road Upgrades	\$ 230,000
Sidewalk Repairs	\$ 115,000
LED Streetlights	\$ 40,000

Storm Water Projects

Broad St. Culvert Replacement	\$ 20,000
Public Works Stream Restoration	\$ 80,000

Other Projects

203 South Greensboro Street	\$ 15,699,895
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Grand Total (both columns)

\$26,948,106

Several projects are expected to be completed in FY 2019-20 and no additional funding above current appropriation is anticipated:

- Self-contained Breathing Apparatus Replacements
- LED Street Lights
- Rogers Road Sidewalk
- Martin Luther King, Jr. Park

The Town continues to maintain its road infrastructure with a planned 15-year cycle street resurfacing program. The Town sets aside funds in Capital Project Reserve each year for street re-surfacing and issues a paving contract every two years. Currently there is \$550,000 appropriated for street re-surfacing with an estimated need of \$3.0 million over the next five years.

Town staff continues to work on energy and climate protection to identify, evaluate and plan for implementation of energy efficiency strategies in Town facilities and infrastructure. The project to replace street lights with LED lights is nearly complete with Duke Energy. The estimated cost of implement LED lights throughout the Town is expected to cost less than \$40,000.

NEW PROJECT REQUESTS

Between FY 2020-21 and FY 2024-25 it is estimated that the Town will need an additional \$32 million for street re-surfacing, vehicle and equipment replacement, storm water, and proposed new projects.

<u>PROJECT COSTS</u>	<u>Previous Appropriations</u>	<u>FY 2021- 25 Request</u>	<u>Total Project Costs</u>
Current Projects	\$ 25,508,292	\$ 13,287,650	\$ 38,795,942
New Projects		\$ 13,891,225	\$ 13,891,225
Vehicles/Equipment	\$ 1,089,814	\$ 3,063,400	\$ 4,153,214
Technology Projects	\$ 250,000	\$ 178,000	\$ 428,000
Storm Water Projects	\$ 100,000	\$ 1,570,000	\$ 1,670,000
TOTAL ALL PROJECTS	\$ 26,948,106	\$ 31,990,275	\$ 58,938,381

See Appendix C for a description of new CIP projects and financing needs through FY 2024-25.

Storm Water Utilities

In the past, we have used “Storm Water Management” to show retrofits required of the Town to address the Jordan Lake Rules and other regulatory requirements. As of July 1, 2017, the Town has established a Storm Water Utility Enterprise Fund (SWUEF) to manage regulatory requirement, as well as flooding mitigation. In FY 2018-19, the Town established a fee schedule for storm water charges to be paid by property owners. The SWUEF is expected to provide a stable and consistent source of funding to address storm water and flooding issues. Funding for storm water capital projects are anticipated to be paid from the SWUEF.

Over the next five years capital projects for storm water total \$1.67 million. Below is list of storm water projects to be undertaken over the next five years.

Broad St. Culvert Replacement	\$ 170,000
Public Works Stream Restoration	\$ 355,000
Green Infrastructure Project(s) TBD	\$ 190,000
Grey Infrastructure Project(s) TBD	\$ 535,000
Anderson Park Storm Water Retrofits	\$ 370,000
Morgan Creek Stream Restoration	\$ 50,000
Total Storm Water Projects	\$1,670,000

Vehicles and Equipment

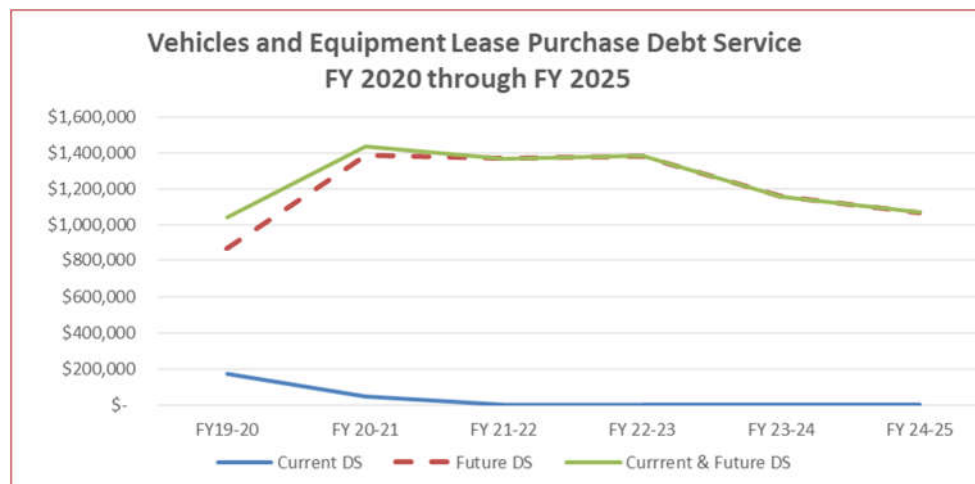
The cost for replacement of Vehicles and Equipment over the next five years total \$3.0 million compared to \$2.8 million in last year's CIP. The increase can be attributed to an aging fleet and increased costs for replacement equipment. Below is the projected schedule for vehicle and equipment replacements over the next five years.

<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>Total</u>
\$ 921,000	\$ 476,500	\$ 639,400	\$ 501,500	\$ 525,000	3,063,400

See Appendix B for a detailed list of vehicles and equipment anticipated to be replaced in future years. The actual vehicles and equipment to be acquired in any given year will continue to be dependent upon the Town's financial condition and debt tolerance, therefore, this listing does not necessarily match the amount stated in the CIP for any given year. Going forward the Town may need to re-evaluate its strategy of lease purchase of vehicles and equipment and institute an Internal Service Fund for vehicles and equipment.

Below is chart showing the outstanding debt as it relates to vehicles and equipment for the current year and the estimate for the next five years, based on the proposed CIP.

	<u>FY19-20</u>	<u>FY 20-21</u>	<u>FY 21-22</u>	<u>FY 22-23</u>	<u>FY 23-24</u>	<u>FY 24-25</u>
Current DS	\$ 170,976	\$ 49,329	\$ -	\$ -	\$ -	\$ -
Future DS	\$ 871,851	\$ 1,390,688	\$ 1,369,725	\$ 1,383,782	\$ 1,159,640	\$ 1,071,960
Current & Future DS	\$ 1,042,827	\$ 1,440,017	\$ 1,369,725	\$ 1,383,782	\$ 1,159,640	\$ 1,071,960



Transportation Projects

The Town has received a number of federal and state highway transportation grants to help fund greenways, multi-use paths, sidewalks and other roadway infrastructure. These grants require a local match. For informational purposes, below is a list of Transportation Projects where funding has been approved or earmarked for certain Town projects by the MPO and/or state Department of Transportation (NCDOT) that will require a local match.

	<u>Federal/State</u>	<u>Local Match</u>	
	<u>Amount</u>	<u>Amount</u>	<u>Total Cost</u>
Barnes Street Sidewalk	\$ 233,600	\$ 58,400	\$ 292,000
Este Drive Bike-Ped Improvements	\$ 851,200	\$ 366,425	\$ 1,217,625
Jones Creek Greenway	\$ 680,200	\$ 170,050	\$ 850,250
Jones Ferry Road Sidewalk	\$ 448,800	\$ 112,200	\$ 561,000
NC 54 Side Path	\$ 1,175,200	\$ 293,800	\$ 1,469,000
Morgan Creek Greenway	\$ 1,354,000	\$ 338,500	\$ 1,692,500
S. Greensboro Street Sidewalk	\$ 1,154,626	\$ 595,493	\$ 1,750,119
Total Project Cost	\$ 5,897,626	\$ 1,934,868	\$ 7,832,494
% of Total	75.3%	24.7%	100.0%

As the design for these projects are completed and Municipal Agreements are executed, the CIP will be revised to reflect any changes in cost. Additionally, the Town will continue to submit other transportation projects for consideration for the Strategic Prioritization 6.0 process. Should any of these projects be programmed for funding, the Town would be required to provide a 20% local match for each project.

FINANCIAL STATUS OF THE TOWN

Overall, the Town's financial health is good. At June 30, 2019 the Town's governmental funds had combined ending fund balances of \$21.6 million. Approximately 52% or \$11.2 million of this total amount is available for spending at the government's discretion. The unassigned fund balance for the General Fund was \$11.2 million or 51.8% of total General Fund expenditures of \$21.6 million.

The Town's assets and deferred outflows of resources exceeded its liabilities and deferred inflows of resources by \$30.2 million (net position) at June 30, 2019. Several factors of the Town's financial operations influenced the net position:

- Property tax revenues increased by \$300K from \$12.9 million in 2018 to \$13.2 million in 2019;
- Local options sales tax revenues increased by 7.1% over the prior year;
- Other tax revenues, primarily from motor vehicle license taxes, remained stable at \$1.6 million; and,
- Restricted intergovernmental revenues increased by \$2.2 million, primarily due to the receipt of various capital grants.

The Town Council has adopted a Fund Balance policy to maintain a General Fund unassigned fund balance within a range of 22.5% to 35% of budgeted appropriations. When the General Fund unassigned fund balance exceeds 35%, the Town Manager may set aside an amount in assigned fund balance for transfer to Capital Reserves Fund for specific future capital projects. Should the unassigned fund balance in the General Fund fall below 20%, the Town Manager must develop and implement a plan to re-build the balance to 22.5% within one year.

IMPACT ON OPERATING BUDGET

As part of the CIP planning process, efforts are made to assess the potential impact of the proposed capital projects on the Town's overall financial condition and annual operating budget. Of particular concern is any debt financing and the Town's ability to meet future debt obligations.

The types of debt instruments available for the Town include: general obligation bonds, limited obligation bonds, anticipation notes, revenue bonds, and lease-installment financings, or any other financing instrument allowed under North Carolina statutes. The Town evaluates each type of debt and strives to use the least costly and most appropriate form of financing for capital projects.

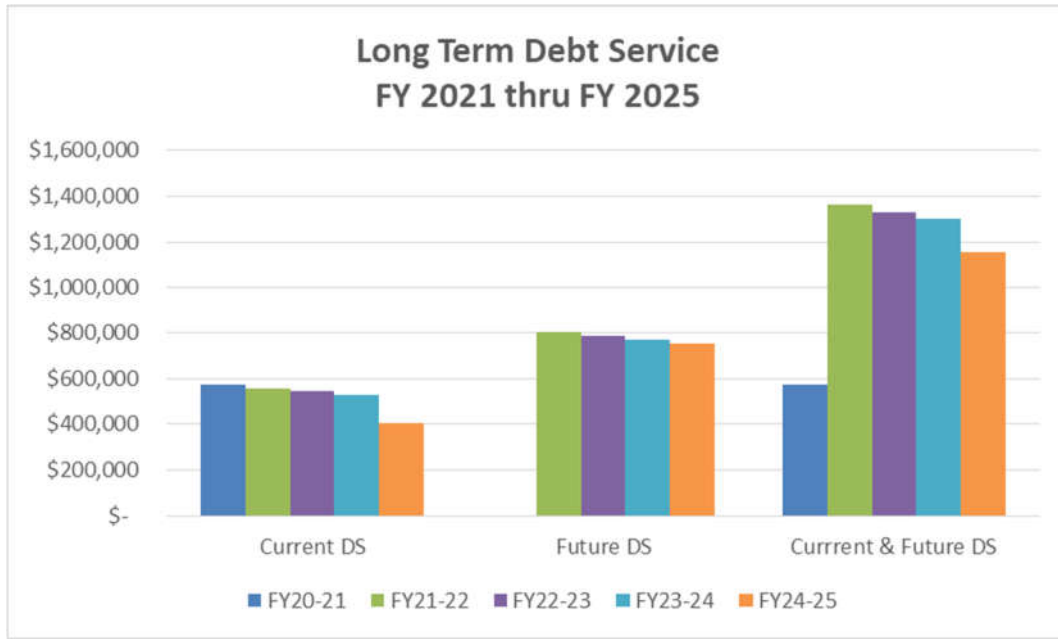
The Town's current debt portfolio consist of general obligation bonds for construction of sidewalks and greenways; installment financing for fire station #2, and vehicle and equipment lease purchases. The charts on the next page show the amount of debt service each year that will be required to implement the proposed CIP over the next five years.

Current and Future Debt Service Payments

	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY 24-25	TOTAL FY 2020- 2025
Current L-T	\$ 711,196	\$ 697,378	\$ 608,561	\$ 544,008	\$ 530,190	\$ 407,413	\$ 3,498,745
Future L-T	\$ -	\$ -	\$ 805,500	\$ 787,500	\$ 769,500	\$ 751,500	\$ 3,114,000
Current & Future	\$ 711,196	\$ 697,378	\$ 1,414,061	\$ 1,331,508	\$ 1,299,690	\$ 1,158,913	\$ 6,612,745
Future Vehicle/Equipment	\$ 217,963	\$ 428,319	\$ 539,184	\$ 666,435	\$ 767,156	\$ 647,469	\$ 3,266,526
ALL DEBT	\$ 929,159	\$ 1,125,697	\$ 1,953,245	\$ 1,997,943	\$ 2,066,846	\$ 1,806,382	\$ 9,879,271

Future debt service includes financing the 203 Project in FY 2021 for \$9.0 million dollars. The Town anticipates borrowing \$9.0 million and the County contributing \$6.6 million for the 203 Project to house the South Branch Library and administrative offices for the Town. As noted earlier, this is a joint endeavor between the Town and Orange County. The project is currently estimated to cost \$15.6 million and the County is expected to contribute \$6.6 million. The Town is considering using some cash to reduce the amount of the financing. The exact mix of cash and financing will depend upon the final design and cost for the facility.

The other driver for future debt service is the \$6.7 million financing expected to start in FY 2025 for renovation of Town Hall.



As we plan to undertake debt financing, we need to be cognizant of the fact that the Local Government Commission (LGC) and credit rating agencies monitor debt capacity or debt burden of local municipalities. The LGC measures debt capacity against outstanding principal to assessed valuation, debt per capita, and debt as percentage of operating expenses. These outcome measures are based on population size.

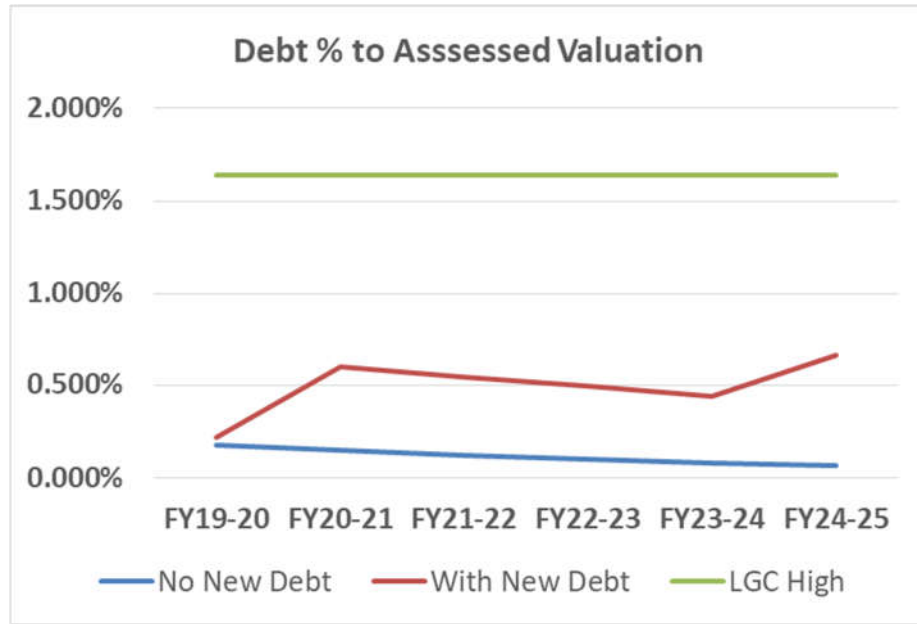
The LGC calculates the debt to assessed valuation and per capita ratio for each jurisdiction and classifies the ratio as being low, average, or high. The below chart shows the LGC's outstanding principal debt to assessed valuation and per capita ratios for municipalities at June 30, 2018 with population 10,000 – 24,999. As the last column shows, Carrboro's ratios fall below the average in both categories.

	Low	Average	High	Carrboro
Appraised Property Valuation (%)	0.006%	0.256%	1.641%	0.197%
Per Capita (\$)	\$ 0	\$ 256	\$ 1,371	\$ 227

Debt to Assessed Valuation

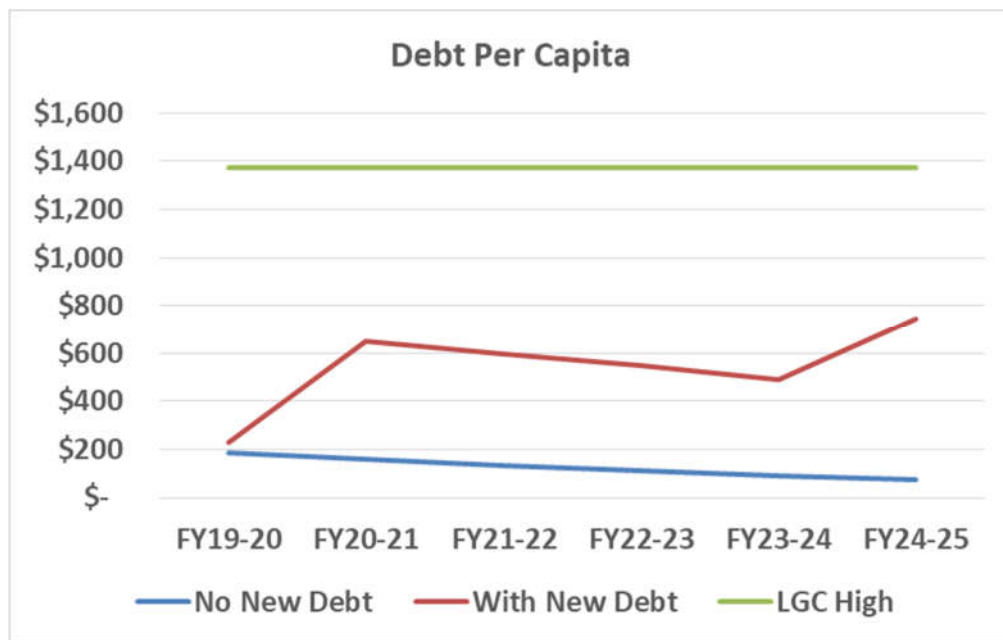
The Town's debt to assessed valuation ratio as of June 30, 2018, as calculated by the LGC, was .197% which is below the average for municipalities of similar size. Without additional debt, this ratio is projected to gradually decrease to .064% by FY 2025.

If the Town were to undertake all of the debt proposed in the CIP, outstanding principal as a percentage of assessed valuation over the next five years would increase to .661% in FY 2025, which is above the LGC average, but less than the high level, for municipalities of similar size.



Debt Service Per Capita

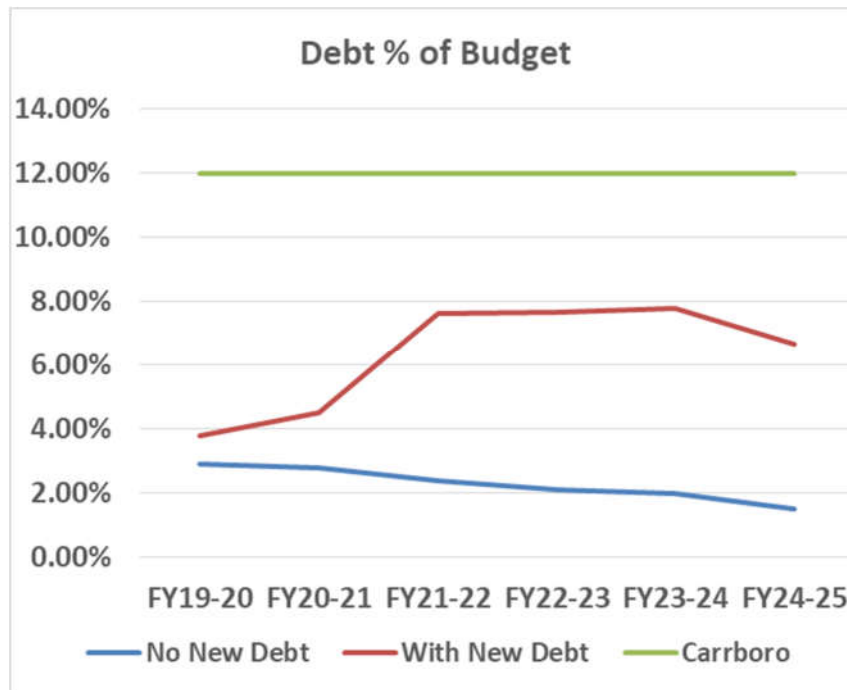
The Town's debt per capita as calculated by the LGC at June 30, 2018 was \$227. This is less than the average of \$256 for similar size municipalities. If all of the proposed projects needing financing were undertaken by the Town, debt service per capital would increase to \$747 by FY 2025.



Debt Service and Operating Budget

Debt service can be a major part of a local government's operating budget fixed costs for the term of the financing. The LGC has not established a measure for debt service as a percentage of operating expenses, but advises local governments to have a reasonable debt burden. The credit rating agencies, on the other hand, generally consider debt exceeding 20% of operating revenues as a potential problem and considers 10% to be an acceptable debt burden. A heavy debt burden may be evidenced by a ratio of debt service to operating expenditures exceeding 15%, or a debt per capita or debt to appraised property value exceeding that of similar units. The Town has established a goal of 12% debt to operating expenses as a moderate level of debt.

The Town's current debt service as a percentage of the operating budget is estimated to be less than 3.0%. Without additional debt, this ratio will decrease to roughly 1% by FY 2025. Again, if all of the proposed projects needing financing were undertaken by the Town, debt service as a percent of the operating budget would increase to 11.24% in FY 2023, which would almost equal the Town's established goal of 12%. In FY 2024 this ratio would begin to decrease.



To maintain the Town's established goal of 12% will require that the projects be reevaluated each year in relation to the Town's financial capacity. If needed, projects will be pushed out further in the future or implemented in stages depending upon the nature of the project. Decisions as to whether a project is to be financed will be dependent the Town's cash balances and other available funding sources.

Appendix A

Vehicle Replacement Policy Evaluation

TOWN OF CARRBORO VEHICLE REPLACEMENT POLICY

I. PURPOSE

To establish guidelines for the replacement of Town owned vehicles in order to ensure the vehicles are replaced in the most efficient and cost effective manner.

II. POLICY

Replacement criteria are essential to meet departmental requirements for replacement of obsolete or inoperable vehicles necessary to maintain a safe, efficient and reliable fleet. Replacement criteria will serve as method for evaluating each vehicle against several economic and operational considerations such as original cost, estimated replacement cost, cost of repair, downtime and maintenance, and suitability for intended use.

III. PROCEDURE

- A. All Departments utilizing Town owned vehicles are required to monitor the condition and mileage of the vehicle(s) under their control. With assistance from the Fleet Maintenance Division in Public Works, each department is required to maintain the upkeep and service on all assigned vehicles.
- B. In lieu of new or used vehicle purchases, the requesting Department must contact the Purchasing Officer to review utilization of vehicles from other Departments to determine if vehicle re-assignment would meet Departmental needs.
- C. During the budget process, all Departments requesting the purchase of vehicles will provide Finance with a mileage schedule of all assigned vehicles.
- D. The Town Council must appropriate budget funds for vehicles to be replaced. No vehicle replacement can be made prior to an approved budget request.
- E. When the replacement vehicle is placed into service, the replaced vehicle must be turned into Purchasing for surplus along with a completed property disposition form. Purchasing will coordinate with Public Works Department for storage of replaced vehicles until disposition. Purchasing will be responsible for securing declaration of surplus and the final disposal of all surplus vehicles.

IV. REPLACEMENT CRITERIA

Vehicles shall meet or exceed at least one of the following criteria to be eligible for replacement:

- A. Vehicle to be replaced was destroyed and/or cost to repair is 75% or greater than the current NADA wholesale value; or
- B. The accumulated repair costs has reached or exceeds 80% of the original purchase price; or
- C. Replacement parts or components are no longer available; or
- D. The vehicle age and/or mileage have rendered the vehicle in such condition that it cannot reliably, safely and/or economically serve its intended purpose or be used in a reasonable alternative capacity.

Suggested disposal criteria for miles and age of vehicles are listed below. Vehicles not specifically listed shall be evaluated against miles/age criteria for a similar type vehicle.

Vehicle Description	Age	Maximum Mileage
Police Patrol/Pursuit Sedans	8	125,000
Police Admin/Investigations Sedans	10	150,000
Vans (passenger/cargo)	12	125,000
Light Trucks/Utility Vehicles	12	150,000
Heavy Vehicles/Trucks	12	200,000
Fire Apparatus/Aerial	20	250,000

V. EVALUATION CRITERIA

Vehicles are evaluated by four criteria: age, mileage, general overall condition, and maintenance cost. Each vehicle is scored as follows to determine which units are *eligible for replacement consideration*.

1. Year of Vehicle: One (1) point is assigned for each year of chronological age past life expectancy, based on “in-service date” of the vehicle.
2. Mileage: One (1) point is assigned for each 5,000 miles of operation over 125,000 miles.
3. General Overall Condition: This category takes into consideration the condition of the body, rust, interior condition, vehicular accident status, anticipated repairs, etc. A scale from one (1) to five (5) is used, with five (5) being extremely poor condition.
4. Maintenance Cost: Points are assigned on a scale of one (1) to five (5) based on the total cost factor. The maintenance cost figure includes all repair and maintenance costs minus any costs associated with accident repairs. A five (5) would be equal to 100% or more of the original purchase price, while a one (1) would be equal to 20% of the original purchase price.

POINT RANGES FOR REPLACEMENT CONSIDERATION

<u>Score</u>	<u>Condition</u>
Less than 8 points	I. Excellent
8 - 12 points	II. Good
13 - 17 points	III. Qualifies for replacement
Above 18 points	IV. Needs immediate replacement

VEHICLE EVALUATION FOR REPLACEMENT

Department: _____ Division: _____

Vehicle Make: _____ Year: _____ In Service Date: _____

Purchase Price: \$_____ Mileage: _____ Maintenance Cost: \$_____

General Overall Condition: _____

Reason for Replacement:

_____ Vehicle to be replaced was destroyed and/or cost to repair is 75% or greater than the current NADA wholesale value; or

_____ Accumulated repair costs has reached or exceeds 80% of the original purchase price; or

_____ Replacement parts or components are no longer available; or

_____ Vehicle age and/or mileage have rendered the vehicle in such condition that it cannot reliably, safely and/or economically serve its intended purpose or be used in a reasonable alternative capacity.

Points for Replacement Consideration:

<u>Factor</u>	<u>Point(s)</u>
Year of Vehicle	
Mileage	
General Overall Condition	
Maintenance Cost	
Total Points	

Comments: _____

Submitted by: _____
Department Head

Date: _____

Reviewed by: _____
Finance

Date: _____

Approved by: _____
Town Manager

Date: _____

Appendix B - Vehicle Replacement Schedule FY21-FY25

2021 Vehicle CIP Vehicle Requests							
Division	Vehicle	Pts	%	Age	Make	Model	Replacement Price
Fire	986	9	70%	13	Ford	Expedition	45,000
Fire	988	8	1%	10	Ford	Expedition	45,000
Police	236	12	100%	10	Chevrolet	Impala	56,000
Police	240	10	90%	9	Chevrolet	Impala	56,000
Police	257	10	90%	7	Chevrolet	Impala	56,000
Police	265	10	90%	4	Chevrolet	Caprice	56,000
Police	258	9	70%	7	Chevrolet	Impala	56,000
Police	237	8	70%	10	Chevrolet	Impala	56,000
PW	041	15	100%	14	Ford	F-350	32,000
PW	508	15	90%	13	Ford	F-550 Bucket Trk	150,000
PW	030	12	77%	16	Ford	F-250	32,000
PW	505	10	100%	9	Ford	F-450	50,000
Total							\$690,000

2022 Vehicle CIP Vehicle Requests							
Division	Vehicle	Pts	%	Age	Make	Model	Replacement Price
IT	012	10	60%	14	Dodge	Caravan	30,000
P&R	700	13	90%	13	Ford	Ranger	30,000
P&R	016	12	50%	19	Ford	F-150	35,000
Planning	134	10	80%	15	Ford	F-150	35,000
Police	248	8	90%	8	Chevrolet	Impala	57,000
Police	251	8	100%	7	Chevrolet	Impala	57,000
Police	252	8	130%	7	Chevrolet	Impala	57,000
PW	017	11	90%	14	Ford	F-450	65,500
PW	031	11	50%	16	Chevrolet	Dump Truck	80,000
PW	600	10	90%	13	Ford	Ranger	30,000
Total							\$476,500

2023 Vehicle CIP Vehicle Requests							
Division	Vehicle	Pts	%	Age	Make	Model	Replacement Price
Planning	709	9	70%	10	Ford	Ranger	31,000
Police	245	7	80%	8	Chevrolet	Impala	59,000
Police	246	7	70%	8	Chevrolet	Impala	59,000
Police	247	7	70%	8	Chevrolet	Impala	59,000
Police	253	7	70%	7	Chevrolet	Impala	59,000
Police	256	7	70%	7	Chevrolet	Impala	59,000
PW	033	9	50%	14	International	Dump Truck	100,000
PW	220	9	50%	14	Honda	Civic	30,000
PW	602	9	80%	13	Ford	F-350	40,000
PW	702	9	40%	14	Honda	Civic	30,000

2023 Vehicle CIP Vehicle Requests (continued)							
Division	Vehicle	Pts	%	Age	Make	Model	Replacement Price
PW	705	9	90%	12	Ford	Ranger	31,000
PW	503	8	100%	10	Ford	F-450	51,400
PW	504	8	70%	9	Ford	Ranger	31,000
Total							\$639,400

2024 Vehicle CIP Vehicle Requests							
Division	Vehicle	Pts	%	Age	Make	Model	Replacement Price
Police	261	6	30%	5	Chevrolet	Caprice	59,000
Police	275	6	50%	3	Chevrolet	Caprice	59,000
PW	804	8	60%	10	Autocar	ACX	383,500
Total							\$501,500

2025 Vehicle CIP Vehicle Requests							
Division	Vehicle	Pts	%	Age	Make	Model	Replacement Price
P&R	701	7	30%	14	Ford	Van	60,000
Planning	708	7	80%	10	Ford	Ranger	32,500
PW	605	8	60%	12	Ford	F-550	60,000
PW	805	8	60%	9	Freightliner	M2	200,000
PW	502	7	60%	12	Freightliner	Dump Truck	100,000
PW	706	7	70%	12	Ford	Ranger	32,500
PW	803	7	80%	10	Ford	F-250	40,000
Total							\$525,000

Grand Total	\$2,832,400
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Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

<u>Proj #</u>	<u>Category/Project Description</u>	<u>Previous Appropriations</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
<u>Proposed Projects</u>									
NewEq	New Equipment Purchases	-	231,000	-	-	-	-	231,000	231,000
IT1	Building Access Control and Camera System	-	178,000	-	-	-	-	178,000	178,000
PL1	Estes Drive Bike-Ped Improvements	-	276,262	93,363	848,000	-	-	1,217,625	1,217,625
PL2	Jones Ferry Road Sidewalk	-	-	89,000	31,000	441,000	-	561,000	561,000
PL3	Barnes Street Sidewalk	-	-	46,000	16,000	230,000	-	292,000	292,000
PL4	NC 54 Side Path	-	-	238,000	-	43,000	1,188,000	1,469,000	1,469,000
PL5	Ped Safety Imprvmnts & Bike Plan Implementatn	-	257,000	368,000	230,000	423,000	776,000	2,054,000	2,054,000
PW1	Wayfinder - Town Signage	-	100,000	150,000	150,000	-	-	400,000	400,000
PW2	Playground Equipment Repair and Replacement	-	100,000	-	-	-	-	100,000	100,000
PW3	Century Center Renovation	-	-	100,000	900,000	1,000,000	-	2,000,000	2,000,000
PW4	Fire Station 1 Renovation	-	-	1,000,000	1,000,000	-	-	2,000,000	2,000,000
PW5	Public Works Renovation/Relocation	-	400,000	-	130,000	6,100,000	-	6,630,000	6,630,000
SW-1	Green Infrastructure Project(s) TBD	-	-	50,000	140,000	-	-	190,000	190,000
SW-2	Grey Infrastructure Project(s) TBD	-	-	50,000	190,000	65,000	230,000	535,000	535,000
SW-3	Anderson Park Storm Water Retrofits	-	-	-	60,000	150,000	160,000	370,000	370,000
SW-4	Morgan Creek Stream Restoration	-	-	-	-	-	50,000	50,000	50,000
<i>Sub-total</i>		-	<i>1,542,262</i>	<i>2,184,363</i>	<i>3,695,000</i>	<i>8,452,000</i>	<i>2,404,000</i>	<i>18,277,625</i>	<i>18,277,625</i>
<u>Existing Project - Additional Funding Programmed</u>									
Veh	Vehicle Replacements	1,089,814	690,000	476,500	639,400	501,500	525,000	2,832,400	3,922,214
20203	Town Hall Renovations (Replace Roof)	100,000	-	-	350,000	350,000	6,000,000	6,700,000	6,800,000
20206	Comprehensive Plan	200,000	200,000	-	-	-	-	200,000	400,000
33003	Street Resurfacing	550,000	600,000	600,000	600,000	600,000	600,000	3,000,000	3,550,000
55002	Morgan Creek Greenway	1,567,500	125,000	-	-	-	-	125,000	1,692,500
55033	Jones Creek Greenway	420,000	430,250	-	-	-	-	430,250	850,250
81001	Broad St. Culvert Replacement	20,000	150,000	-	-	-	-	150,000	170,000
81002	Public Works Stream Restoration	80,000	275,000	-	-	-	-	275,000	355,000
<i>Sub-total</i>		<i>4,027,314</i>	<i>2,470,250</i>	<i>1,076,500</i>	<i>1,589,400</i>	<i>1,451,500</i>	<i>7,125,000</i>	<i>13,712,650</i>	<i>17,739,964</i>



Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

<u>Proj #</u>	<u>Category/Project Description</u>	<u>Previous Appropriations</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
<u>Existing Project - No Additional Funding Programmed</u>									
20133	203 South Greensboro Street	15,699,895	-	-	-	-	-	-	15,699,895
20201	Self-Contained Breathing Apparatus Replacements	314,924	-	-	-	-	-	-	314,924
20202	South Greensboro St. Conduit	95,000	-	-	-	-	-	-	95,000
20204	Bus Shelter Replacement	288,000	-	-	-	-	-	-	288,000
20207	Unpaved Road Upgrades	230,000	-	-	-	-	-	-	230,000
20208	Sidewalk Repairs	115,000	-	-	-	-	-	-	115,000
44701	Rogers Road Conduit	155,000	-	-	-	-	-	-	155,000
55015	South Greensboro Street Sidewalk	1,750,119	-	-	-	-	-	-	1,750,119
55032	Rogers Road Sidewalk	1,471,658	-	-	-	-	-	-	1,471,658
66041	LED Streetlights	40,000	-	-	-	-	-	-	40,000
66044	MLK Jr. Park Construction Design	2,761,196	-	-	-	-	-	-	2,761,196
<i>Sub-total</i>		<i>22,920,792</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>22,920,792</i>
<i>Total Projects</i>		<i>26,948,106</i>	<i>4,012,512</i>	<i>3,260,863</i>	<i>5,284,400</i>	<i>9,903,500</i>	<i>9,529,000</i>	<i>31,990,275</i>	<i>58,938,381</i>



Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Summary of All Projects

	<u>Previous</u> <u>Appropriations</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25</u> <u>Total</u>	<u>Project</u> <u>Total</u>
Expenses								
Planning/Design	2,801,635	740,262	748,000	1,443,200	559,520	146,240	3,637,222	6,438,857
Construction	21,995,253	1,773,250	1,943,000	3,149,800	8,732,480	8,857,760	24,456,290	46,451,543
Land/ROW	746,480	400,000	93,363	52,000	10,000	-	555,363	1,301,843
Equipment/Furnishings	1,404,738	1,099,000	476,500	639,400	601,500	525,000	3,341,400	4,746,138
Total Expenditures	\$ 26,948,106	\$4,012,512	\$3,260,863	\$5,284,400	\$ 9,903,500	\$ 9,529,000	\$31,990,275	\$58,938,381

Appropriations								
Intergovernmental Funds	9,385,726	1,226,500	785,200	1,296,000	7,071,200	1,350,400	11,729,300	21,115,026
General Fund	5,135,515	400,000	200,000	200,000	200,000	200,000	1,200,000	6,335,515
Capital Project Fund	143,823	1,071,050	1,642,600	2,239,400	1,565,800	1,013,600	7,532,450	7,676,273
Storm Water Fund	100,000	228,700	100,000	390,000	215,000	440,000	1,373,700	1,473,700
GO Bonds	1,341,051	25,000	-	-	-	-	25,000	1,366,051
Installment Financing	10,089,814	921,000	476,500	989,400	851,500	6,525,000	9,763,400	19,853,214
Other *	752,177	140,262	56,563	169,600	-	-	366,425	1,118,602
Total Funding	\$ 26,948,106	\$4,012,512	\$3,260,863	\$5,284,400	\$ 9,903,500	\$ 9,529,000	\$31,990,275	\$58,938,381

* Includes Orange Cnty Transit Fnds of:	752,177	140,262	56,563	169,600			366,425	1,118,602
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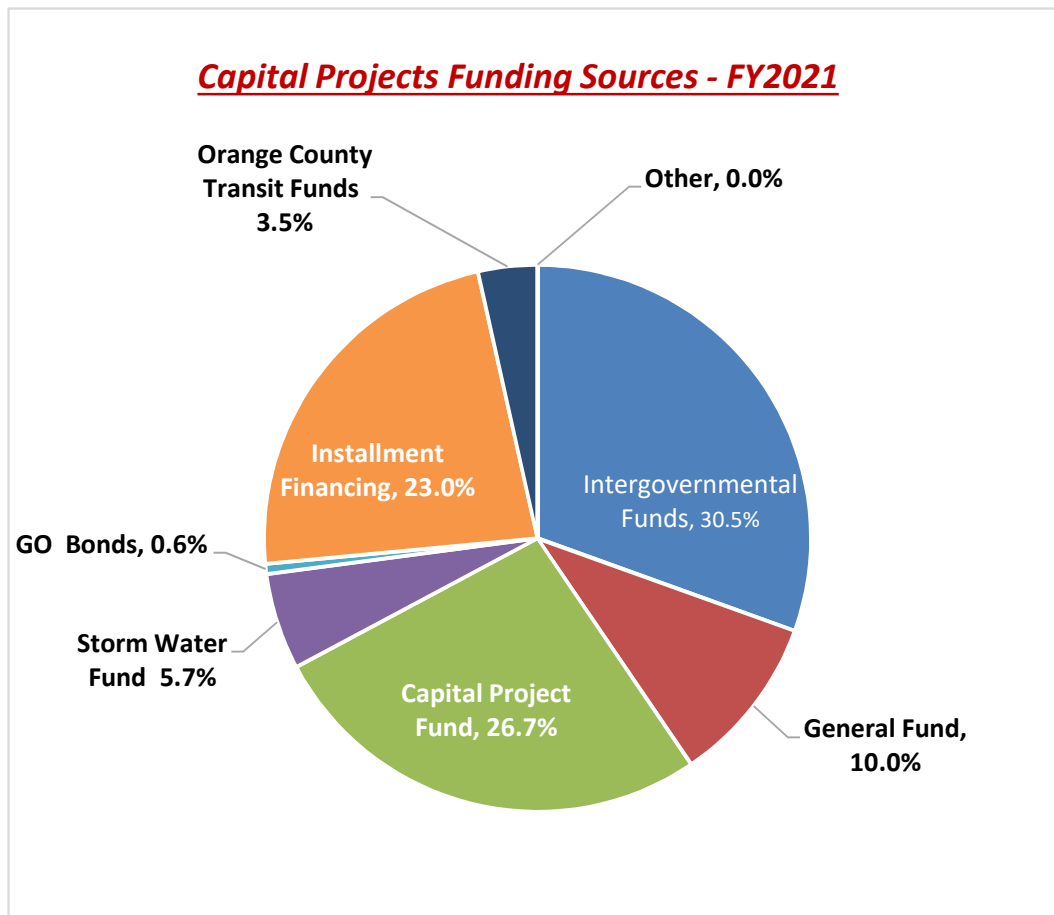


Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Capital Projects Funding Sources for FY2021

<u>Funding Source</u>	<u>FY 2021</u>	<u>Funding Source</u>	<u>FY 2021</u>
<i>Intergovernmental Funds</i>	\$ 1,226,500	<i>GO Bonds</i>	\$ 25,000
<i>General Fund</i>	400,000	<i>Installment Financing</i>	921,000
<i>Capital Project Fund</i>	1,071,050	<i>Orange County Transit Funds</i>	140,262
<i>Storm Water Fund</i>	228,700	<i>Other</i>	-
		<i>Grand Total of both columns</i>	<u><u>\$ 4,012,512</u></u>





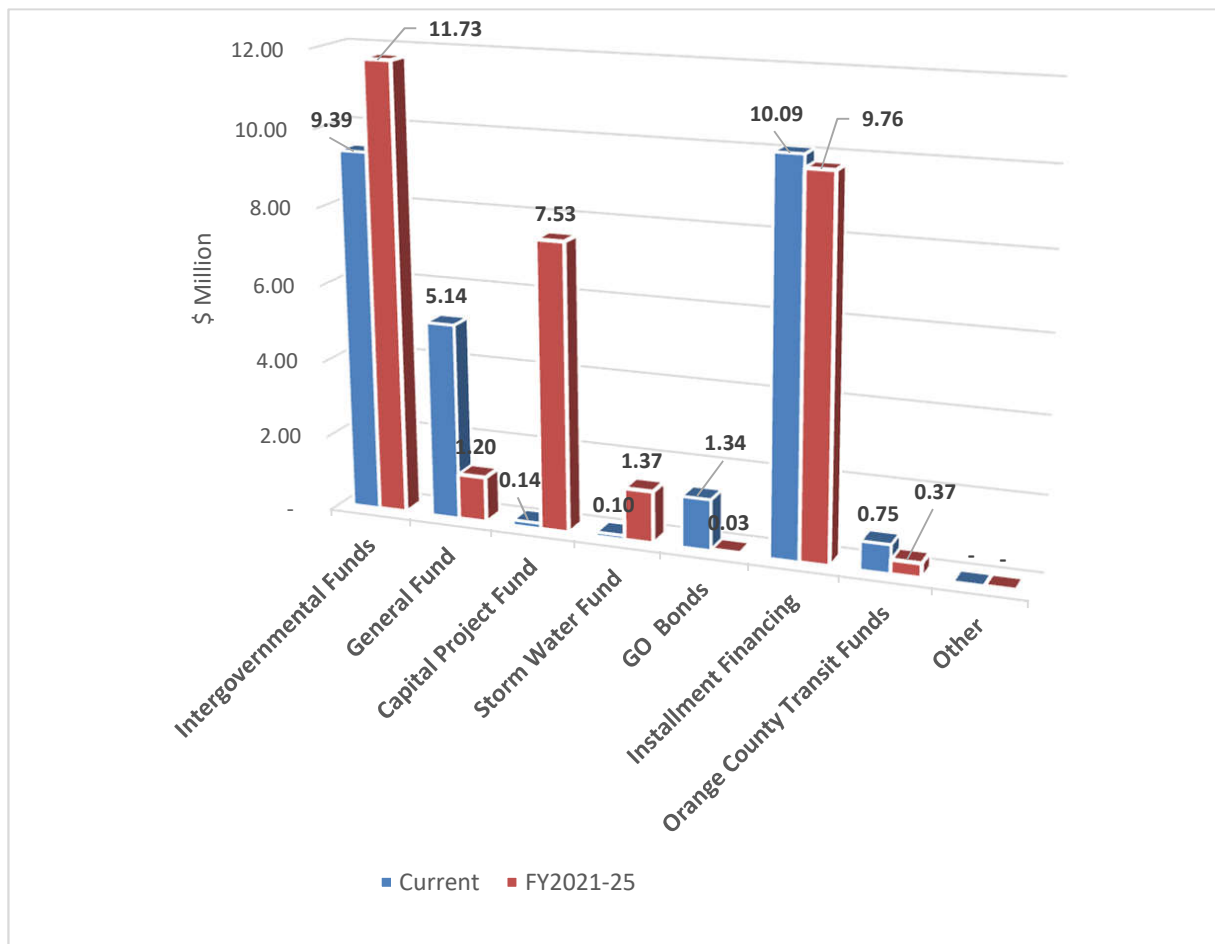
Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

(Dollar amounts shown in millions)

Capital Projects Funding Sources for Current Year & FY21-25 combined

<u>Funding Source</u>	<u>Current</u>	<u>FY2021-25</u>	<u>Totals</u>	<u>Funding Source</u>	<u>Current</u>	<u>FY2021-25</u>	<u>Totals</u>
<i>Intergovernmental Funds</i>	\$ 9.39	\$ 11.73	\$ 21.12	<i>GO Bonds</i>	\$ 1.34	\$ 0.03	\$ 1.37
<i>General Fund</i>	\$ 5.14	\$ 1.20	\$ 6.34	<i>Installment Financing</i>	\$ 10.09	\$ 9.76	\$ 19.85
<i>Capital Project Fund</i>	\$ 0.14	\$ 7.53	\$ 7.67	<i>Orange County Transit Funds</i>	\$ 0.75	\$ 0.37	\$ 1.12
<i>Storm Water Fund</i>	\$ 0.10	\$ 1.37	\$ 1.47	<i>Other</i>	\$ -	\$ -	\$ -
				Grand Totals	\$ 26.95	\$ 31.99	\$ 58.94





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

<u>Proj #</u>	<u>Category/Project Description</u>	<u>Previous Appropriations</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
<u>General Government</u>									
20133	203 South Greensboro Street	15,699,895	-	-	-	-	-	-	15,699,895
Veh	Vehicle Replacements	1,089,814	690,000	476,500	639,400	501,500	525,000	2,832,400	3,922,214
NewEq	New Equipment Purchases	-	231,000	-	-	-	-	231,000	231,000
<i>Total General Government Projects</i>		<i>16,789,709</i>	<i>921,000</i>	<i>476,500</i>	<i>639,400</i>	<i>501,500</i>	<i>525,000</i>	<i>3,063,400</i>	<i>19,853,109</i>
<u>Information Technology</u>									
20202	South Greensboro St. Conduit	95,000	-	-	-	-	-	-	95,000
44701	Rogers Road Conduit	155,000	-	-	-	-	-	-	155,000
IT1	Building Access Control and Camera System	-	178,000	-	-	-	-	178,000	178,000
<i>Total Information Technology Projects</i>		<i>250,000</i>	<i>178,000</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>178,000</i>	<i>428,000</i>
<u>Public Safety</u>									
20201	Self-Contained Breathing Apparatus Replacements	314,924	-	-	-	-	-	-	314,924
<i>Total Police and Fire Projects</i>		<i>314,924</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>314,924</i>
<u>Planning and Zoning Projects</u>									
20206	Comprehensive Plan	200,000	200,000	-	-	-	-	200,000	400,000
55002	Morgan Creek Greenway	1,567,500	125,000	-	-	-	-	125,000	1,692,500
55015	South Greensboro Street Sidewalk	1,750,119	-	-	-	-	-	-	1,750,119
55033	Jones Creek Greenway	420,000	430,250	-	-	-	-	430,250	850,250
PL1	Estes Drive Bike-Ped Improvements	-	276,262	93,363	848,000	-	-	1,217,625	1,217,625
PL2	Jones Ferry Road Sidewalk	-	-	89,000	31,000	441,000	-	561,000	561,000
PL3	Barnes Street Sidewalk	-	-	46,000	16,000	230,000	-	292,000	292,000
PL4	NC 54 Side Path	-	-	238,000	-	43,000	1,188,000	1,469,000	1,469,000
PL5	Ped Safety Imprvmnts & Bike Plan Implementatn	-	257,000	368,000	230,000	423,000	776,000	2,054,000	2,054,000
<i>Total Planning and Zoning Projects</i>		<i>3,937,619</i>	<i>1,288,512</i>	<i>834,363</i>	<i>1,125,000</i>	<i>1,137,000</i>	<i>1,964,000</i>	<i>6,348,875</i>	<i>10,286,494</i>



Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

<u>Proj #</u>	<u>Category/Project Description</u>	<u>Previous Appropriations</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
<u>Public Works Projects</u>									
20203	Town Hall Renovations (Replace Roof)	100,000	-	-	350,000	350,000	6,000,000	6,700,000	6,800,000
20204	Bus Shelter Replacement	288,000	-	-	-	-	-	-	288,000
20207	Unpaved Road Upgrades	230,000	-	-	-	-	-	-	230,000
20208	Sidewalk Repairs	115,000	-	-	-	-	-	-	115,000
33003	Street Resurfacing	550,000	600,000	600,000	600,000	600,000	600,000	3,000,000	3,550,000
55032	Rogers Road Sidewalk	1,471,658	-	-	-	-	-	-	1,471,658
66041	LED Streetlights	40,000	-	-	-	-	-	-	40,000
PW1	Wayfinder - Town Signage	-	100,000	150,000	150,000	-	-	400,000	400,000
PW2	Playground Equipment Repair and Replacement	-	100,000	-	-	-	-	100,000	100,000
PW3	Century Center Renovation	-	-	100,000	900,000	1,000,000	-	2,000,000	2,000,000
PW4	Fire Station 1 Renovation	-	-	1,000,000	1,000,000	-	-	2,000,000	2,000,000
PW5	Public Works Renovation/Relocation	-	400,000	-	130,000	6,100,000	-	6,630,000	6,630,000
<i>Total Public Works Projects</i>		<i>2,794,658</i>	<i>1,200,000</i>	<i>1,850,000</i>	<i>3,130,000</i>	<i>8,050,000</i>	<i>6,600,000</i>	<i>20,830,000</i>	<i>23,624,658</i>
<u>Recreation and Parks</u>									
66044	MLK Jr. Park Construction Design	2,761,196	-	-	-	-	-	-	2,761,196
<i>Total Parks and Recreation Projects</i>		<i>2,761,196</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>2,761,196</i>
<u>Storm Water Projects</u>									
81001	Broad St. Culvert Replacement	20,000	150,000	-	-	-	-	150,000	170,000
81002	Public Works Stream Restoration	80,000	275,000	-	-	-	-	275,000	355,000
SW-1	Green Infrastructure Project(s) TBD	-	-	50,000	140,000	-	-	190,000	190,000
SW-2	Grey Infrastructure Project(s) TBD	-	-	50,000	190,000	65,000	230,000	535,000	535,000
SW-3	Anderson Park Storm Water Retrofits	-	-	-	60,000	150,000	160,000	370,000	370,000
SW-4	Morgan Creek Stream Restoration	-	-	-	-	-	50,000	50,000	50,000
<i>Total Storm Water Projects</i>		<i>100,000</i>	<i>425,000</i>	<i>100,000</i>	<i>390,000</i>	<i>215,000</i>	<i>440,000</i>	<i>1,570,000</i>	<i>1,670,000</i>
<i>Total Projects</i>		<i>26,948,106</i>	<i>4,012,512</i>	<i>3,260,863</i>	<i>5,284,400</i>	<i>9,903,500</i>	<i>9,529,000</i>	<i>31,990,275</i>	<i>58,938,381</i>



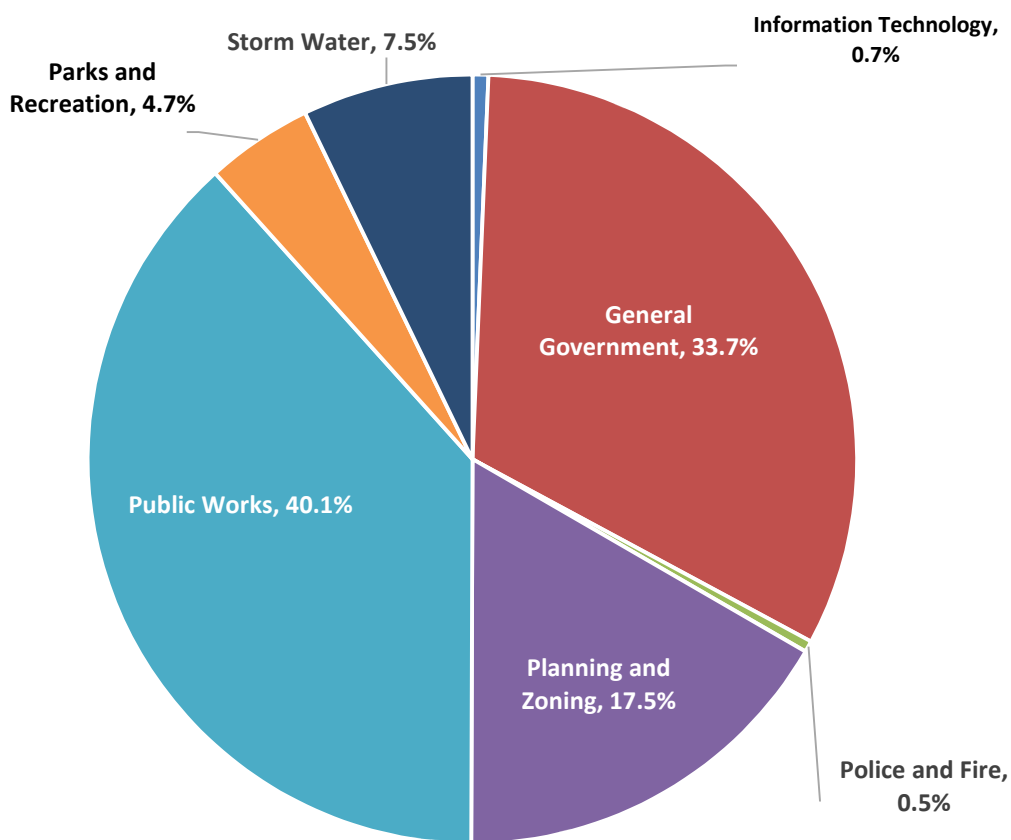
Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Capital Projects by Category - All Years combined

<u>Category</u>	<u>Totals</u>	<u>Category</u>	<u>Totals</u>
General Government	19,853,109	Planning and Zoning	10,286,494
Information Technology	428,000	Public Works	23,624,658
Police and Fire	314,924	Parks and Recreation	2,761,196
		Storm Water	1,670,000
		Grand Total of both columns	<u><u>58,938,381</u></u>

Capital Projects by Category - All Years





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **203 South Greensboro Street**
 Location: **203 South Greensboro Street**
 Project Status: **Existing Project - No Additional Funding Programmed**

Project # **20133**
 Category: **General Government**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: **6/1/2018** Finish Date: **9/30/2021**

	<u>Previous Funding</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
Expenses								
Planning/Design	1,500,000						-	1,500,000
Construction	13,598,500						-	13,598,500
Land/ROW	601,395						-	601,395
Equipment/Furnishings							-	-
Total Expenditures	\$ 15,699,895	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,699,895
Appropriations								
Intergovernmental Funds	6,098,500						-	6,098,500
General Fund	601,395						-	601,395
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing	9,000,000						-	9,000,000
Other							-	-
Total Funding	\$ 15,699,895	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,699,895
Operating Budget Impact								
Personnel							-	-
Operating			150,000	200,000	200,000	200,000	750,000	750,000
Capital Outlay							-	-
Debt Service			805,500	787,500	769,500	751,500	3,114,000	3,114,000
Total Oper Bdgt Impact	\$ -	\$ -	\$ 955,500	\$ 987,500	\$ 969,500	\$ 951,500	\$ 3,864,000	\$ 3,864,000

Description and Benefits

This project will be the future home of the of the Orange County Southern Branch Library, the Town's Recreation and Parks Department, the newly relocated ArtsCenter, WCOM and much more. The Project will host traditional services as well as new collaborative programming that interconnect learning with arts and leisure. For more information see this website: <http://townofcarrboro.org/1127/203-S-Greensboro-Project>

Energy Sustainable Measures

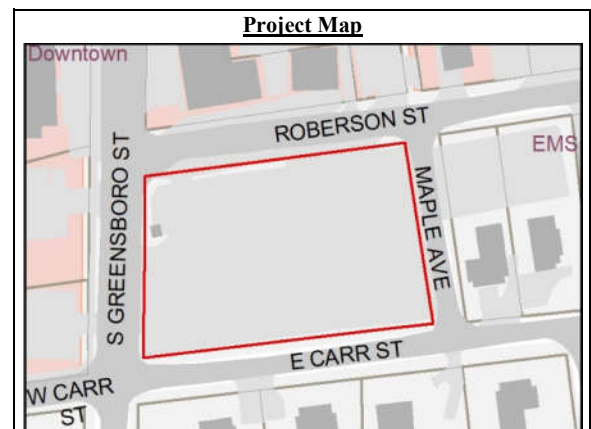
LEED Gold equivalency related to building design, systems, and operation is being explored.

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Building operating and maintenance costs. Debt financing anticipated to be issued March 2021 with the first debt service payments in FY 2022.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☐ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
- ☐ Complying with State and Federal mandates
- ☒ Incorporating energy and climate protection strategies
- ☒ Providing Town services in the most efficient, safe and quality manner
- ☒ Managing and encouraging orderly implementation of Town adopted needs assessments, strategic and program master plans





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Vehicle Replacements**
 Location: **Town of Carrboro**
 Project Status: **Proposed**

Project # **Veh**
 Category: **General Government**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: 7/1/2020	Finish Date: 6/30/2025
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	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design							-	-
Construction							-	-
Land/ROW							-	-
Equipment/Furnishings	1,089,814	690,000	476,500	639,400	501,500	525,000	2,832,400	3,922,214
Total Expenditures	\$ 1,089,814	\$ 690,000	\$ 476,500	\$ 639,400	\$ 501,500	\$ 525,000	\$ 2,832,400	\$ 3,922,214

Appropriations								
Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing	1,089,814	690,000	476,500	639,400	501,500	525,000	2,832,400	3,922,214
Other							-	-
Total Funding	\$ 1,089,814	\$ 690,000	\$ 476,500	\$ 639,400	\$ 501,500	\$ 525,000	\$ 2,832,400	\$ 3,922,214

Operating Budget Impact								
Personnel							-	-
Operating	(26,591)	(16,836)	(11,627)	(15,601)	(12,237)	(12,810)	(69,111)	(95,702)
Capital Outlay							-	-
Debt Service	343,696	507,852	538,175	616,077	718,184	599,883	2,980,171	3,323,867
Total Oper Bdgt Impact	\$ 317,105	\$ 491,016	\$ 526,548	\$ 600,476	\$ 705,947	\$ 587,073	\$ 2,911,060	\$ 3,228,165

Description and Benefits

Vehicle Replacements for FY21 include: six (6) police patrol cars for a total of \$336,000, two (2) Fire Department vehicles (Ford Expeditions) for a total of \$90,000, and four (4) public works trucks (F250, F350, F450 and F550) for a total of \$264,000.

Energy Sustainable Measures

Newer vehicles have greater fuel efficiency and reduced emissions than older vehicles.

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Operating budget will be reduced as a result of less parts and maintenance costs on the older vehicles.

Town Council Strategic Goals: ("X" all that apply for this project)

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- ☐ Complying with State and Federal mandates
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **New Equipment Purchases**
 Location: **Town of Carrboro**
 Project Status: **Proposed**

Project # **NewEq**
 Category: **General Government**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: **7/1/2020** Finish Date: **6/30/2021**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design							-	-
Construction							-	-
Land/ROW							-	-
Equipment/Furnishings		231,000					231,000	231,000
Total Expenditures	\$ -	\$ 231,000	\$ -	\$ -	\$ -	\$ -	\$ 231,000	\$ 231,000

Appropriations								
Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing		231,000					231,000	231,000
Other							-	-
Total Funding	\$ -	\$ 231,000	\$ -	\$ -	\$ -	\$ -	\$ 231,000	\$ 231,000

Operating Budget Impact								
Personnel							-	-
Operating		(5,636)	-	-	-	-	(5,636)	(5,636)
Capital Outlay							-	-
Debt Service			51,744	50,358	48,972	47,586	198,660	198,660
Total Oper Bdgt Impact	\$ -	\$ (5,636)	\$ 51,744	\$ 50,358	\$ 48,972	\$ 47,586	\$ 193,024	\$ 193,024

Description and Benefits

* Purchase of a new boom truck (\$155K) to assist clearing roads during inclement weather and in the collection of bulky waste items, brush, dead animals, and scrap metal. PW currently has one 2012 knuckle boom truck. Due to its age and engine hours, in the past two years, the 2012 boom truck has total downtime of 1,124 hours or approximately 28, 40-hour work weeks, and a total of \$24,759 in mtce and repair costs. The addition of a new boom truck would reduce down time, associated breakdowns, and improve operational efficiency.

* The purchase of a new compact (mini) excavator (\$76K) is critical for the efficient operations of ditch digging, sidewalk removal, stormwater pipe installation, and miscellaneous grading projects. Current fleet does not include a mini-excavator and all work is performed with larger equipment. The operating impacts of purchasing a compact excavator would be: improved efficiency; increase productivity; smaller work zones with less impact to traffic; increased safety with better visibility for the operator, and more flexibility with quick change buckets other attachments.

Energy Sustainable Measures

Newer heavy equipment has greater fuel efficiency and reduced emissions as compared to older heavy equipment.

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Expenses associated with the rental of similar equipment would be reduced. Annual fleet maintenance should be minimal (excavators are very reliable), fuel costs should decrease, and this equipment should only require routine fluid changes for the first few years.

Town Council Strategic Goals: ("X" all that apply for this project)

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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **South Greensboro St. Conduit**
 Location: **Along South Greensboro St. following planned sidewalk**
 Project Status: **Existing Project - No Additional Funding Programmed**

Project # **20202**
 Category: **Information Technology**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: **7/1/2019** Finish Date: **10/1/2020**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design							-	-
Construction	95,000						-	95,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,000

Appropriations								
Intergovernmental Funds							-	-
General Fund	95,000						-	95,000
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,000

Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

Installation of conduit for fiber optic infrastructure by horizontal directional boring. Will be done in conjunction with South Greensboro St. NCDOT sidewalk improvements project. The proposed conduit installation will link Town owned conduit located on Smith Level Rd to the Century Center and connect the planned Carrboro-Orange County Library to the Town of Carrboro conduit infrastructure system. South Greensboro St. NCDOT sidewalk improvements project is going into design phase during 2020 with the estimated construction start date planned for late 2020.

Energy Sustainable Measures

N/A

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

None. Infrastructure must be located/marked when notified by 811. No personnel or operating impact – can be handled by current personnel within current workload.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
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Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Rogers Road Conduit**

Location: **West side of Rogers Road following sidewalk**

Project Status: **Existing Project - No Additional Funding Programmed**

Proj Start Date: **10/1/2014** Finish Date: **10/1/2020**

Project # **44701**

Category: **Information Technology**

Fund: **66 - Capital Projects Fund**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design							-	-
Construction	155,000						-	155,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 155,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 155,000
Appropriations								
Intergovernmental Funds							-	-
General Fund	155,000						-	155,000
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ 155,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 155,000
Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

Installation of conduit for fiber optic infrastructure by horizontal directional boring. Will be done in conjunction with Rogers Road NCDOT sidewalk improvements. Installation will occur immediately after NCDOT sidewalk project has been completed. Estimated conduit construction start date of spring 2020.

Energy Sustainable Measures

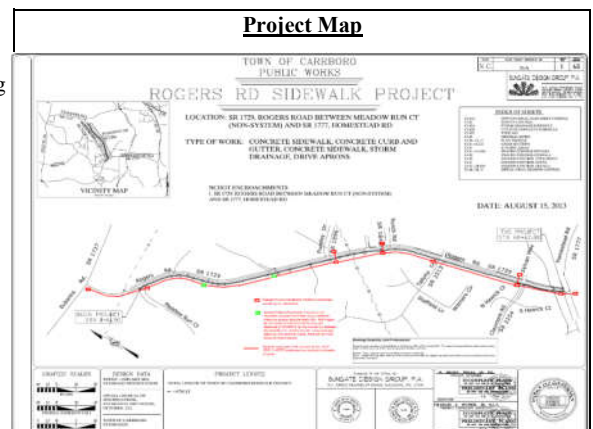
N/A

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

None. Infrastructure must be located/marked when notified by 811. No personnel or operating impact – can be handled by current personnel within current workload.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
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Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Building Access Control and Camera System**
 Location: **Town of Carrboro Facilities**
 Project Status: **Existing Project - Additional Funding Programmed**

Project # **IT1**
 Category: **Information Technology**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: 7/1/2020	Finish Date: 6/30/2021
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	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design							-	-
Construction							-	-
Land/ROW							-	-
Equipment/Furnishings		178,000					178,000	178,000
Total Expenditures	\$ -	\$ 178,000	\$ -	\$ -	\$ -	\$ -	\$ 178,000	\$ 178,000

Appropriations								
Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund		178,000					178,000	178,000
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ 178,000	\$ -	\$ -	\$ -	\$ -	\$ 178,000	\$ 178,000

Operating Budget Impact								
Personnel							-	-
Operating		1,000	6,500	6,500	6,500	6,500	27,000	27,000
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdg Impact	\$ -	\$ 1,000	\$ 6,500	\$ 6,500	\$ 6,500	\$ 6,500	\$ 27,000	\$ 27,000

Description and Benefits

Purchase and implement building access control and camera system for all Town facilities. This would include five buildings – Town Hall, Century Center, Fire Station 1, Fire Station 2 and Public Works. Town Hall, Fire Stations 1 and 2 are considered to have an immediate need. A portion of the Century Center containing the Police Department currently has a building access control and camera system. The existing access control system would be made compatible with the proposed system (making use of much of the existing door locking hardware). The current camera system at the Century Center is a new installation (and is capable of considerable capacity growth) and will be expanded to handle the additional buildings. A single access control and camera system would serve all Town buildings through existing Town owned high speed fiber optic connections.

Energy Sustainable Measures

N/A

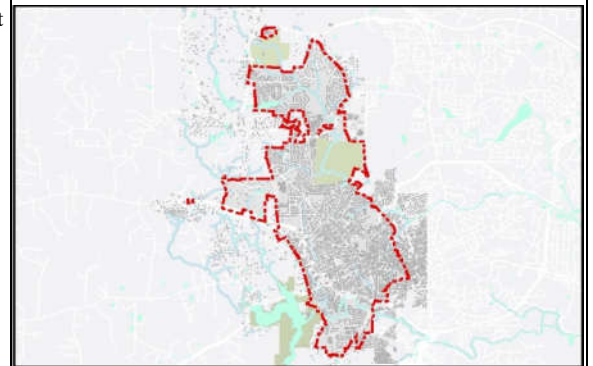
Oper Bdg Impacts & Funding (list grants, matching requirements, etc)

Annual operating costs increase by \$6,500 for vendor hardware and software support. Current IT personnel and job responsibilities will cover internal support of BWC's.

Town Council Strategic Goals: ("X" all that apply for this project)

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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Self-Contained Breathing Apparatus Replacements**
 Location: **Fire-Rescue Department**
 Project Status: **Existing Project - No Additional Funding Programmed**

Project # **20201**
 Category: **Fire**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: **7/1/2019** Finish Date: **6/30/2020**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design							-	-
Construction							-	-
Land/ROW							-	-
Equipment/Furnishings	314,924						-	314,924
Total Expenditures	\$ 314,924	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 314,924

Appropriations								
Intergovernmental Funds							-	-
General Fund	314,924						-	314,924
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ 314,924	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 314,924

Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

The current Self-Contained Breathing Apparatus (SCBA) inventory is aging and most have reached the 10 year life expectancy. Newer SCBA equipment has features to enhance safety for firefighters. Purchasing replacement SCBA equipment will continue to allow the Fire-Rescue Department to provide the expected service to citizens. The new SCBA will meet the NFPA 2018 industry standard. Project cannot be replaced in partial quantities due to changes in technology. Buddy breathing between old SCBA system and new would not work. Additionally, mixed technology requires greater overhead costs as duplicate parts will be required to maintain SCBA. Project completion is expected by 6/30/20.

Energy Sustainable Measures

None.

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Operating budget will remain the same or be reduced for maintenance costs due to warranty. There will be an impact as current SCBA bottles age out or fail they will need to be replaced. Having mixed technologies results in greater overhead costs as duplicate parts will be required.

Town Council Strategic Goals: ("X" all that apply for this project)

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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Comprehensive Plan**
 Location: **301 West Main St**
 Project Status: **Existing Project - Additional Funding Programmed**

Project # **20206**
 Category: **Planning & Zoning**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: 7/1/2019	Finish Date: 6/30/2022
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	<u>Previous Funding</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
Expenses								
Planning/Design	200,000	200,000					200,000	400,000
Construction							-	-
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 400,000

Appropriations								
Intergovernmental Funds							-	-
General Fund	200,000	200,000					200,000	400,000
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 400,000

Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

Preparation of a comprehensive plan for the Town. Anticipated plan elements to include/not be limited to: land use, pedestrian safety, infrastructure, update of Recreation and Parks, incorporation of updated bicycle transportation and economic development, affordable housing goals and strategies, and natural hazards/hazard mitigation.

Energy Sustainable Measures

Climate resilience and sustainability are among the key principles that will be explored in this comprehensive planning effort. Specific measures will be determined with the identification of the community's vision, goals, and strategies. This project is jurisdiction-wide in geographic scope.

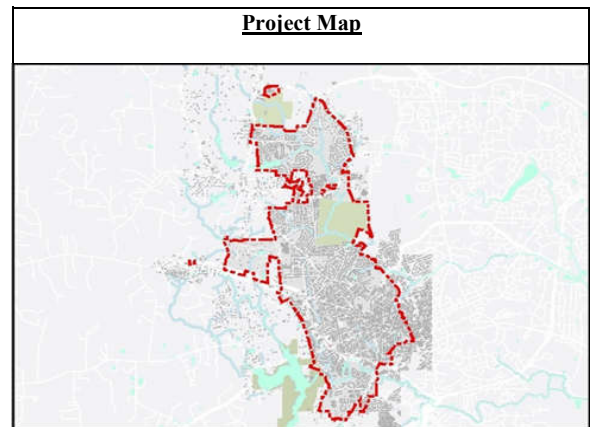
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Planning staff will lead the effort; staff from all departments will be involved. Local funding only.

Town Council Strategic Goals: ("X" all that apply for this project)

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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Morgan Creek Greenway**

Location: **Abby Lane to Smith Level Rd along N & S sides of Morgan Creek**

Project Status: **Existing Project - No Additional Funding Programmed**

Proj Start Date: **4/1/2018** Finish Date: **6/30/2021**

Project # **55002**

Category: **Planning & Zoning**

Fund: **62 - Bond Fund**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design	379,231						-	379,231
Construction	1,188,269	125,000					125,000	1,313,269
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 1,567,500	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 1,692,500
Appropriations								
Intergovernmental Funds	1,254,000	100,000					100,000	1,354,000
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds	113,663	25,000					25,000	138,663
Installment Financing							-	-
Other	199,837						-	199,837
Total Funding	\$ 1,567,500	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 1,692,500
Operating Budget Impact								
Personnel							-	-
Operating		1,500	1,500	1,500	1,500	1,500	7,500	9,000
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 7,500	\$ 9,000

Description and Benefits

The Morgan Creek Greenway system consists of approximately 9,000 feet (1.7-miles) of greenway to extend along Morgan Creek from Smith Level Road to University Lake, linking residential areas, recreational destinations, and schools. The project was originally programmed (funded) to include phases 1 and 2. In late 2018, the project scope was modified to include only Phase 1 (described in the Morgan Creek Greenway Conceptual Master Plan as phase 1 and phase 1 alternate). The municipal agreement and CIP ordinance have been revised accordingly. (\$1,771,346 total project total no longer applicable; updated CIP ordinance adopted 12/4/2018) The project was advertised in 2019; bids came in over the engineer's estimate. Staff is pursuing value engineering modifications to the design with the Town Engineer and seeking additional funds including an RTP Grant (shown above as \$125,000 total, \$25,000 local match). Staff anticipates that the project will be advertised for bid in spring of 2020 with construction complete in 12-18 months. The completed greenway will consist of a 10-foot wide multi-use path. (TIP# EL-4828A)

Energy Sustainable Measures

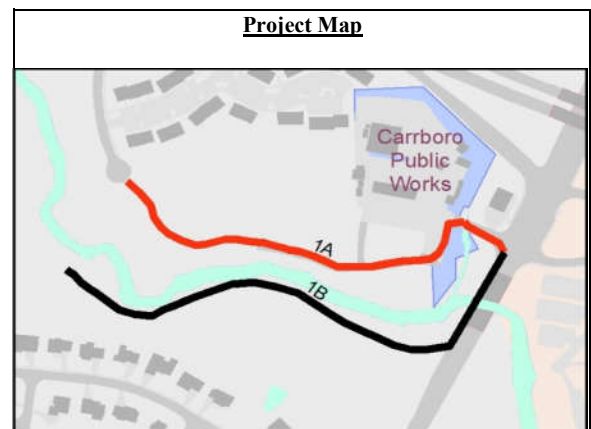
The Morgan Creek (MC) greenway system will provide an off-road bike-ped network connecting multiple residential neighborhoods to University Lake, Carrboro High School, Frank Porter Graham Elem School and the future sidewalk leading to downtown Carrboro. Ph I of the greenway will also link to the MC greenway system in Chapel Hill leading to additional destinations, which may encourage alternative modes of travel and reduce vehicular trips and

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Grant funding provided through the DCHC MPO includes federal STP-DA and TAP-DA funds and require a 20% local match. Funds identified for the match include Orange County Transit funds (other) and Bond proceeds. Some costs relating to ongoing maintenance anticipated.

Town Council Strategic Goals: ("X" all that apply for this project)

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Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **South Greensboro Street Sidewalk**

Location: **South Greensboro Street**

Project Status: **Existing Project - No Additional Funding Programmed**

Proj Start Date: **7/1/2016** Finish Date: **6/30/2022**

Project # **55015**

Category: **Planning & Zoning**

Fund: **66 - Capital Projects Fund**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design	206,511						-	206,511
Construction	1,493,608						-	1,493,608
Land/ROW	50,000						-	50,000
Equipment/Furnishings							-	-
Total Expenditures	\$ 1,750,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,750,119
Appropriations								
Intergovernmental Funds	1,154,626						-	1,154,626
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds	43,153						-	43,153
Installment Financing							-	-
Other	552,340						-	552,340
Total Funding	\$ 1,750,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,750,119
Operating Budget Impact								
Personnel							-	-
Operating				1,500	1,500	1,500	4,500	4,500
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ 1,500	\$ 4,500	\$ 4,500

Description and Benefits

Construct a sidewalk on the west side of S. Greensboro Street from the northern end of Old Pittsboro Road to the NC-54 eastbound off-ramp. The sidewalk would fill a major gap for pedestrians from the higher-density area along Smith Level Rd., south of NC-54 bypass, to downtown. It will provide access to downtown transit service for residents along S. Greensboro St. and Smith Level Rd., as well as access to the J bus stop on S. Greensboro St. across from Rand Rd. It will contribute to a safer and more comfortable walking environment for pedestrians traveling north and south on S. Greensboro St. and underneath NC-54 bypass.

Energy Sustainable Measures

This project may reduce the reliance on motor vehicles for access and thus reduce motor vehicle emissions.

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

NCDOT has completed its audit of the scope of work and manday/rates for design services. The Board has approved a not to exceed cost of \$415,000 for design. Additional maintenance and policing staff hours may be necessary as a result of the project. The Town has signed the municipal agreement with DOT.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☐ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
- ☐ Complying with State and Federal mandates
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Jones Creek Greenway**
 Location: **Connecting link fr Lake Hogan Farms to Morris Grove Elem School**
 Project Status: **Existing Project - Additional Funding Programmed**

Project # **55033**
 Category: **Planning & Zoning**
 Fund: **62 - Bond Fund**

Proj Start Date: **4/1/2018** Finish Date: **9/30/2021**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design	50,000	134,000					134,000	184,000
Construction	370,000	296,250					296,250	666,250
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 420,000	\$ 430,250	\$ -	\$ -	\$ -	\$ -	\$ 430,250	\$ 850,250
Appropriations								
Intergovernmental Funds	336,000	344,200					344,200	680,200
General Fund							-	-
Capital Project Fund		86,050					86,050	86,050
Storm Water Fund							-	-
GO Bonds	84,000						-	84,000
Installment Financing							-	-
Other							-	-
Total Funding	\$ 420,000	\$ 430,250	\$ -	\$ -	\$ -	\$ -	\$ 430,250	\$ 850,250
Operating Budget Impact								
Personnel			1,200	1,200	1,200	1,200	4,800	4,800
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 4,800	\$ 4,800

Description and Benefits

The project will include the construction of a 100-foot bridge and a paved 10-ft. or wider shared use path for bicyclists and pedestrians that adds another segment to the Town's greenway network north of Homestead Rd. along Jones Creek, connecting with the Twin Creeks Greenway. The project will provide walking and cycling options for the Lake Hogan Farms, Legends, Ballentine, and Fox Meadow neighborhoods to destinations such as Morris Grove Elementary and the future Twin Creeks Park. (TIP# C-5181) Note: The original budget earmarked \$100,000 for design services, the actual cost, approved by NCDOT is for \$184,000. This budget change was approved with an updated CIP ordinance (Granicus 17-675). The DCHC MPO has prepared a TIP amendment to allocate \$344,200 additional CMAQ funds from the upcoming CMAQ cycle to make the project whole based on the engineer's initial cost estimate. This would bring the total project cost to \$850,250: \$680,200 federal funding and \$170,050 local match. *Please note, the adopted 2020-2029 STIP lists the total project amount as \$766,000. Staff is reviewing this with MPO and NCDOT staff.

Energy Sustainable Measures

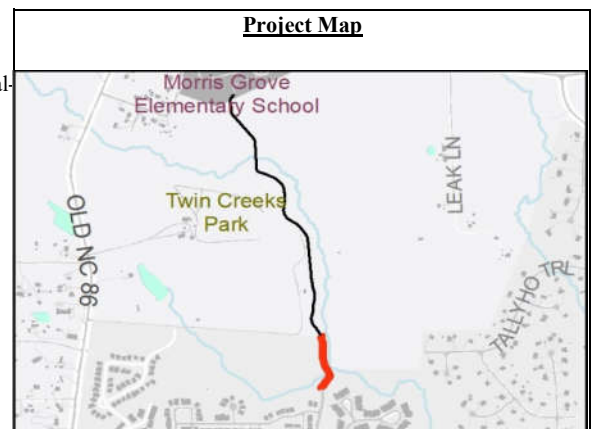
Once completed the project will offer an off-route alternative to vehicular travel, particularly to the elementary school, which generates daily trips at peak times. The project will also provide access to the future Twin Creek Park, an active athletic facility. The use of CMAQ funding requires an analysis of emissions reduction.

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Through the DCHC MPO prioritization project funding process, the Town has secured federal-aid transportation financing for design and construction of one of two segments of the Jones Creek Greenway with CMAQ funding. Some costs relating to ongoing maintenance anticipated.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☐ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
- ☐ Complying with State and Federal mandates
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Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Estes Drive Bike-Ped Improvements**

Location: **Estes Drive from North Greensboro St to Chapel Hill line**

Project Status: **Proposed**

Project # **PL1**

Category: **Planning & Zoning**

Fund: **66 - Capital Projects Fund**

Proj Start Date: **7/1/2020** Finish Date: **6/30/2023**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design		276,262		848,000			1,124,262	1,124,262
Construction							-	-
Land/ROW			93,363				93,363	93,363
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ 276,262	\$ 93,363	\$ 848,000	\$ -	\$ -	\$ 1,217,625	\$ 1,217,625
Appropriations								
Intergovernmental Funds		136,000	36,800	678,400			851,200	851,200
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other		140,262	56,563	169,600			366,425	366,425
Total Funding	\$ -	\$ 276,262	\$ 93,363	\$ 848,000	\$ -	\$ -	\$ 1,217,625	\$ 1,217,625
Operating Budget Impact								
Personnel							-	-
Operating					1,500	1,500	3,000	3,000
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ 3,000	\$ 3,000

Description and Benefits

This is a collaborative project with the Town of Chapel Hill to design and install bike-ped, and transit, improvements along the Estes Drive corridor from North Greensboro Street to Martin Luther King Boulevard. Approximately 0.86 miles of the corridor are in the Town of Carrboro. Costs provided are for the Carrboro portion, only. This project has been programmed for funding in the 2018-2027 STIP as EB-5886A. Bike-ped improvements to Estes Drive is included in the Carrboro Safe Routes to School Plan. More than 1,279 residents live within 1/2 mile (the walking service area) of the corridor, including lower income residents in apartments. Carrboro Elementary School is within the 1/2 mile walk area. This is a much needed facility that would establish a bike-ped network along the entire corridor which crosses the boundary between Carrboro and Chapel Hill and connects to downtown Carrboro, Carrboro Elementary, Wilson Park, etc. The Town has not yet entered into a municipal agreement with NCDOT; project put on hold due to NCDOT funding issues. This project includes the Estes Drive transit access/corridor study.

Energy Sustainable Measures

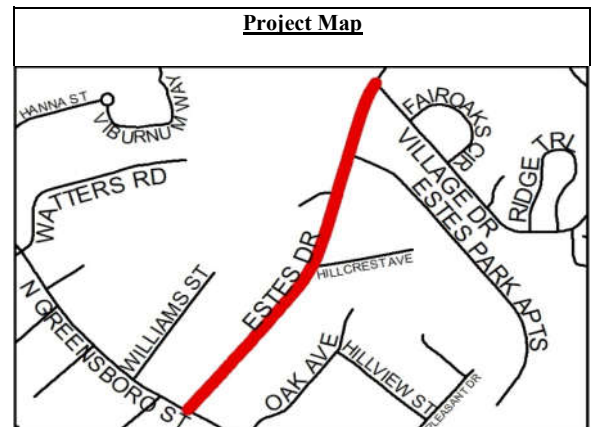
Some apartments along this corridor serve students and low-to medium income families. It is heavily used by all modes, although current safety concerns limit the potential for additional bike-ped users. Its completion provides an alternative mode of transportation for many residents and may reduce the need for vehicular travel for some trips, and therefore contribute to the reduction of greenhouse gas emissions.

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

This project has been programmed for federal TAP funding through the DCHC MPO, in the FY18-27 TIP as #EB-5886. The 20% local match that is required for the design and construction phase, and the corridor study portion of the project, is available from Orange County Transit funds. Maintenance costs estimated for bike lanes and sidewalk.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☐ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
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Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Jones Ferry Road Sidewalk**

Location: **Jones Ferry Road from Davie Road to West Main St**

Project Status: **Proposed**

Project # **PL2**

Category: **Planning & Zoning**

Fund: **66 - Capital Projects Fund**

Proj Start Date: **7/1/2021** Finish Date: **6/30/2024**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design			89,000				89,000	89,000
Construction					441,000		441,000	441,000
Land/ROW				31,000			31,000	31,000
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ -	\$ 89,000	\$ 31,000	\$ 441,000	\$ -	\$ 561,000	\$ 561,000
Appropriations								
Intergovernmental Funds			71,200	24,800	352,800		448,800	448,800
General Fund							-	-
Capital Project Fund			17,800	6,200	88,200		112,200	112,200
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ -	\$ 89,000	\$ 31,000	\$ 441,000	\$ -	\$ 561,000	\$ 561,000
Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

Design and construction of a section of sidewalk (approximately 0.5 mile in length) along the north side of Jones Ferry Road from Davie Road to West Main Street. This project would complete a missing segment of sidewalk left over from the NCDOT Spot Safety project along Jones Ferry Road. The completed project would complete the pedestrian network from Jones Ferry Road, south of the NC 54 bypass to downtown Carrboro, with major transit stops, grocery shopping, etc. Several of the apartments along this corridor serve students and low-to-medium income families. The Town has not yet entered into a municipal agreement with NCDOT; project put on hold due to NCDOT funding issues.

Energy Sustainable Measures

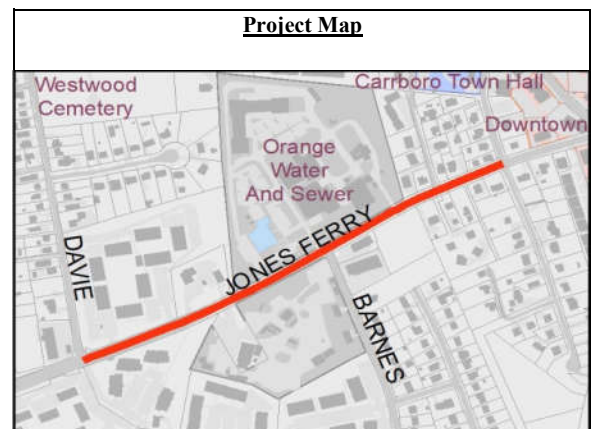
This sidewalk project fills the gap in the sidewalk system along Jones Ferry Road an important pedestrian route into the downtown. Its completion provides an alternative mode of transportation for many residents and may reduce the need for vehicular travel for some trips, and therefore contribute to the reduction of greenhouse gas emissions.

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Grant funding provided through the DCHC MPO includes federal STP-DA Funds, which requires a 20% local match. The project has been programed in the FY2018-2027 STIP as #EB-5880. The Town has not yet initiated a Municipal Agreement with NCDOT or adopted a CIP ordinance for this project.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
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Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Barnes Street Sidewalk**
 Location: **Barnes Street from King Street to Jones Ferry Road**
 Project Status: **Proposed**

Project # **PL3**
 Category: **Planning & Zoning**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: **7/1/2021** Finish Date: **6/30/2024**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design			46,000				46,000	46,000
Construction					230,000		230,000	230,000
Land/ROW				16,000			16,000	16,000
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ -	\$ 46,000	\$ 16,000	\$ 230,000	\$ -	\$ 292,000	\$ 292,000
Appropriations								
Intergovernmental Funds			36,800	12,800	184,000		233,600	233,600
General Fund							-	-
Capital Project Fund			9,200	3,200	46,000		58,400	58,400
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ -	\$ 46,000	\$ 16,000	\$ 230,000	\$ -	\$ 292,000	\$ 292,000
Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

Design and construct a sidewalk along one side of Barnes Street, approximately 0.26 mile, from King Street to Jones Ferry Road (SR 1005). Barnes Street links a number of apartment complexes, including Carolina Apartments, University Lake Apartments and Royal Park along NC 54, to Jones Ferry Road near Town Hall. The installation of a sidewalk would facilitate bike-pedestrian travel modes as well as provide a safety alternative to walking along NC 54 to reach downtown Carrboro, transit stops, grocery shopping, etc. The apartments tend to serve students and low-to-medium income families. The Town has not yet entered into a municipal agreement with NCDOT; project put on hold due to NCDOT funding issues.

Energy Sustainable Measures

This sidewalk project would provide needed infrastructure along an important pedestrian route into the downtown, particularly for those without access to an automobile. Its completion provides a direct cut-through to downtown as well as an alternative mode of transportation and may reduce the need for vehicular travel, particularly along NC 54, and therefore contribute to the reduction of greenhouse gas emissions.

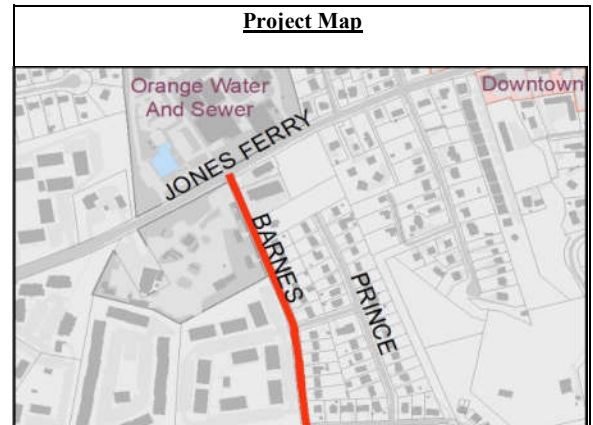
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Grant funding provided through the DCHC MPO includes federal STP-DA Funds, which require a 20% local match. The project has been programed in the FY2018-2027 STIP as #EB-5890. The Town has not yet initiated a Municipal Agreement with NCDOT or adopted a CIP ordinance for this project.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☐ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **NC 54 Side Path**

Location: **NC 54 from West Main Street to Anderson Park**

Project Status: **Proposed**

Project # **PL4**

Category: **Planning & Zoning**

Fund: **66 - Capital Projects Fund**

Proj Start Date: **7/1/2021** Finish Date: **6/30/2025**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design			238,000		43,000		281,000	281,000
Construction						1,188,000	1,188,000	1,188,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ -	\$ 238,000	\$ -	\$ 43,000	\$ 1,188,000	\$ 1,469,000	\$ 1,469,000
Appropriations								
Intergovernmental Funds			190,400		34,400	950,400	1,175,200	1,175,200
General Fund							-	-
Capital Project Fund			47,600		8,600	237,600	293,800	293,800
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ -	\$ 238,000	\$ -	\$ 43,000	\$ 1,188,000	\$ 1,469,000	\$ 1,469,000
Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

Design and construct a ten-foot wide sidepath along the north side of NC 54 from the intersection of James and West Main Street to Anderson Park. The project would provide an enhanced bike-ped connectivity from downtown Carrboro and to Anderson Park and parts west, facilitating bike-ped travel modes and providing a safer alternative to walking along the shoulder of NC 54 to reach downtown Carrboro, transit stops, grocery shopping, etc. The Carrboro Post Office and Lloyd Farm mixed-use development would have direct access to this facility. The sidepath would provide an important segment along a potential future sidepath along much of NC 54. The Town has not yet entered into a municipal agreement with NCDOT; project put on hold due to NCDOT funding issues.

Energy Sustainable Measures

This sidewalk project would provide needed infrastructure along an important route into the downtown and out to Anderson Park, particularly for those without access to an automobile. Its completion provides a direct route to downtown as well as an alternative mode of transportation and may reduce the need for vehicular travel, particularly along NC 54, and therefore contribute to the reduction of greenhouse gas emissions.

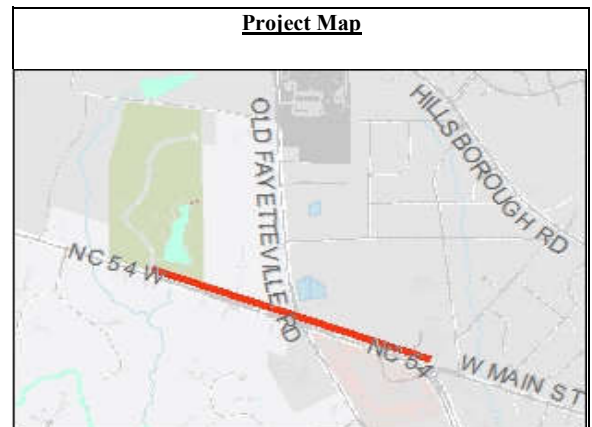
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Grant funding provided through the DCHC MPO includes federal STP-DA Funds, which require a 20% local match. The project has been programed in the FY2019-2029 STIP as #EB-5994. The Town has not yet initiated a Municipal Agreement with NCDOT or adopted a CIP ordinance for this project.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☐ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Ped Safety Imprvmnts & Bike Plan Implementatn**
 Location: **Town of Carrboro**
 Project Status: **Proposed**

Project # **PL5**
 Category: **Planning & Zoning**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: 7/1/2020	Finish Date: 6/30/2025
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	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design		130,000	110,000	55,200	101,520	96,240	492,960	492,960
Construction		127,000	258,000	169,800	311,480	679,760	1,546,040	1,546,040
Land/ROW				5,000	10,000		15,000	15,000
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ 257,000	\$ 368,000	\$ 230,000	\$ 423,000	\$ 776,000	\$ 2,054,000	\$ 2,054,000

Appropriations

Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund		257,000	368,000	230,000	423,000	776,000	2,054,000	2,054,000
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ 257,000	\$ 368,000	\$ 230,000	\$ 423,000	\$ 776,000	\$ 2,054,000	\$ 2,054,000

Operating Budget Impact

Personnel							-	-
Operating		1,000	2,000	3,000	4,000	5,000	15,000	15,000
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ 1,000	\$ 2,000	\$ 3,000	\$ 4,000	\$ 5,000	\$ 15,000	\$ 15,000

Description and Benefits

Multiple pedestrian and bicycle safety improvements including: High-visibility crosswalk marking and signage on N Greensboro St @ Pine Street (est \$10K, FY21); Pedestrian Refuge island and RRFB/HAWK signal on W Main St @ Hillsborough Rd (est \$80K, FY22); Pedestrian Refuge island and RRFB/HAWK signal on Hillsborough Rd @ James St (est \$80K, FY21); RRFB or Pedestrian Traffic Signal on N Greensboro St @ Shelton St (\$75K low, \$150K high, FY23); Pedestrian Signals, Curb Extensions, accessible signals for W Main St @ W Weaver St (\$210K, FY24); 2019 Bicycle Plan Priority Projects Implementation: Homestead Rd sidepath sections and crossing (P1: \$200K, FY21 P2: \$400K FY??), Hillsborough @ N Greensboro HAWK, high-vis xwalk and bike markings (\$300K), Shelton Contraflow pavement markings (\$25K, FY21), Bike Lane, intersection markings for W Main St @ Weaver/Laurel w/signal mods (\$200K, FY25). Also includes allocation for N Greensboro/Hillsborough Buffered Bike Lane (\$50K FY21, \$100K FY22)

Energy Sustainable Measures

These improvements will increase pedestrian safety by providing designated refuges, and signals will stop traffic, allowing easier crossing of major streets which facilitate increased walking at a variety of locations at the edge of downtown and in close proximity to schools. This will also increase bicycle safety by providing clear guidance through intersections.

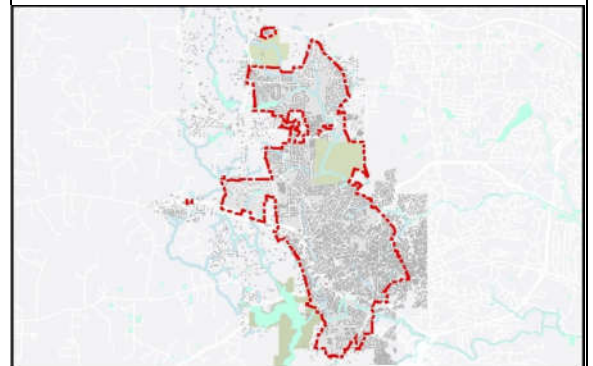
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Maintenance costs estimated for crosswalk upkeep and electricity use for pedestrian signals. Lower cost alternatives can be considered which replaces the pedestrian signal @ Shelton with an RRFB (reduce cost by \$80K), bike loops may not be needed if signal is fully pre-timed (reduce cost by \$10K).

Town Council Strategic Goals: ("X" all that apply for this project)

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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Town Hall Renovations (Replace Roof)**
 Location: **Town Hall**
 Project Status: **Existing Project - Additional Funding Programmed**

Project # **20203**
 Category: **Public Works**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: 7/1/2019	Finish Date: 11/1/2025
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	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design				350,000	350,000		700,000	700,000
Construction	100,000					6,000,000	6,000,000	6,100,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 100,000	\$ -	\$ -	\$ 350,000	\$ 350,000	\$ 6,000,000	\$ 6,700,000	\$ 6,800,000

Appropriations

Intergovernmental Funds							-	-
General Fund	100,000						-	100,000
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing				350,000	350,000	6,000,000	6,700,000	6,700,000
Other							-	-
Total Funding	\$ 100,000	\$ -	\$ -	\$ 350,000	\$ 350,000	\$ 6,000,000	\$ 6,700,000	\$ 6,800,000

Operating Budget Impact

Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

This project consists of renovating Town Hall's entire 18,000 Square Feet. Cost estimate includes \$225/sf for renovation costs based on the Space Needs Assessment performed by Creech and Associates in 2016. An additional \$2.6M has been projected for building additions and energy sustainability measures. This project will allow for the continued use of the historically significant and centrally located Town Hall building, while upgrading the space to more effectively meet the town's needs, providing better equipped amenities and infrastructure. The FY2020 amount was designated for roof repairs/improvements.

Energy Sustainable Measures

The overall building performance will be greatly improved with new insulation, HVAC equipment and other infrastructure leading to less energy demand and green house gas emissions. The environmental air quality and workspace comfort will improve as well. A significant amount of the cost of this project will be to pay for green technologies that will go towards achieving "net neutral" energy use as directed by the Climate Action Plan.

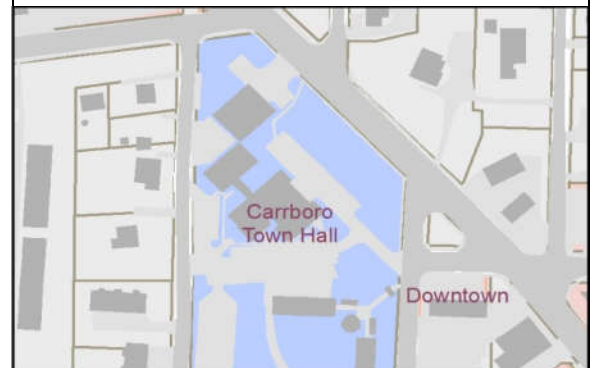
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Debt funding issued in January 2025 with the first debt payment starting in FY26.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Bus Shelter Replacement**

Location: **Town of Carrboro**

Project Status: **Existing Project - No Additional Funding Programmed**

Project # **20204**

Category: **Public Works**

Fund: **66 - Capital Projects Fund**

Proj Start Date: 11/1/2019	Finish Date: 4/1/2021
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	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design							-	-
Construction	288,000						-	288,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 288,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 288,000

Appropriations								
Intergovernmental Funds							-	-
General Fund	288,000						-	288,000
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ 288,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 288,000

Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

This project consists of replacing and/or maintaining all of the twenty-seven (27) bus shelters in Town. The Town is currently negotiating with Chapel Hill Transit to complete this project.

Energy Sustainable Measures

This project will provide a better public transit experience for Carrboro residents. It has the potential to attract more transit users, which would then take more cars off of the road, resulting in less carbon emissions.

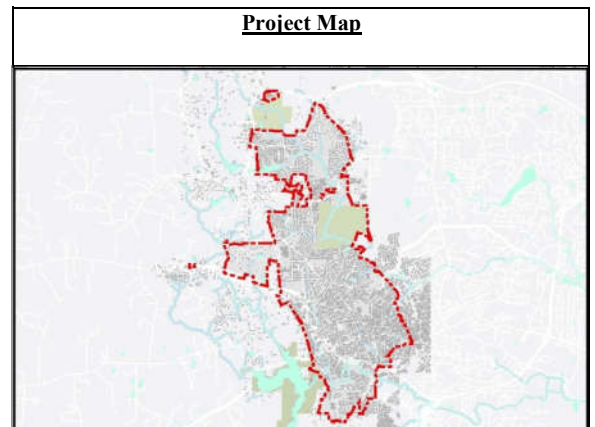
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Once the shelters are replaced, it is intended that Chapel Hill Transit will assume the future maintenance and repair of these shelters.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
- ☐ Complying with State and Federal mandates
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Unpaved Road Upgrades**

Location: **Roberts Road**

Project Status: **Existing Project - No Additional Funding Programmed**

Proj Start Date: **7/1/2019** Finish Date: **10/1/2020**

Project # **20207**

Category: **Public Works**

Fund: **66 - Capital Projects Fund**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design							-	-
Construction	230,000						-	230,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 230,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230,000
Appropriations								
Intergovernmental Funds							-	-
General Fund	230,000						-	230,000
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ 230,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230,000
Operating Budget Impact								
Personnel							-	-
Operating		(10,500)	(10,500)	(10,500)	(10,500)	(10,500)	(52,500)	(52,500)
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ (10,500)	\$ (10,500)	\$ (10,500)	\$ (10,500)	\$ (10,500)	\$ (52,500)	\$ (52,500)

Description and Benefits

This project will pave Roberts Road which is currently a dirt road. Public Works has ongoing maintenance and access issues with this road due to the grade and surface. Roberts Road has been identified as the only Town maintained dirt road that causes significant maintenance issues and is in the best interest of the Town to pave. Roberts Road has a steep slope and a sharp turn that causes water to wash away gravel and clog the storm sewer inlet. Solid Waste trucks have issues maneuvering on the road. The result of paving will be improved storm water quality, decreased maintenance costs and better access for Solid Waste pickup, snow plowing and emergency vehicles.

Energy Sustainable Measures

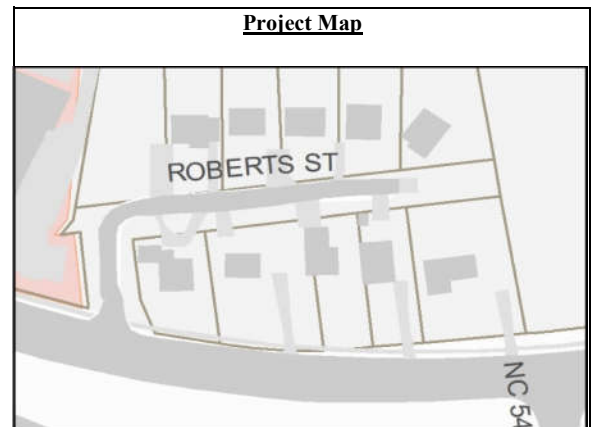
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

It is expected that residence will partially fund the improvement in accordance with Town precedent.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
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- ☐ Complying with State and Federal mandates
- ☐ Incorporating energy and climate protection strategies
- ☒ Providing Town services in the most efficient, safe and quality manner
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Sidewalk Repairs**
 Location: **Town of Carrboro**
 Project Status: **Existing Project - Additional Funding Programmed**

Project # **20208**
 Category: **Public Works**
 Fund: **62 - Bond Fund**

Proj Start Date: 1/1/2020	Finish Date: 6/30/2025
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	<u>Previous Funding</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
Expenses								
Planning/Design							-	-
Construction	115,000						-	115,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 115,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,000

Appropriations								
Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds	115,000						-	115,000
Installment Financing							-	-
Other							-	-
Total Funding	\$ 115,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,000

Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

A sidewalk and curb ramp condition study was completed in FY 2020 which identified and prioritized sidewalks and curbs in need of repair or replacement. Sidewalk and curb ramp repairs are expected to begin in April 2020. ADA improvements to the sidewalks will also be identified and completed as part of this project.

Energy Sustainable Measures

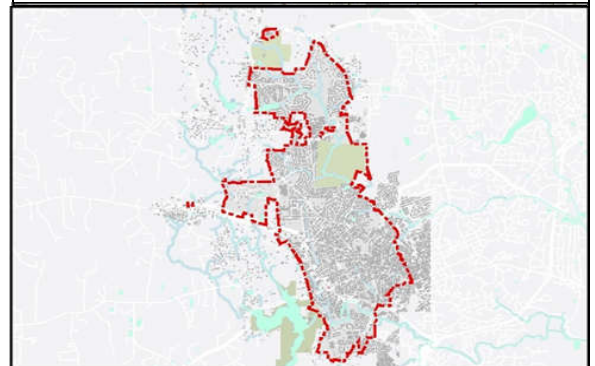
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Grant and/or bond funding will be sought.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
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- ☐ Complying with State and Federal mandates
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Street Resurfacing**
 Location: **Town of Carrboro**
 Project Status: **Existing Project - Additional Funding Programmed**

Project # **33003**
 Category: **Public Works**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: 4/1/2020	Finish Date: 6/30/2025
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	<u>Previous Funding</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
Expenses								
Planning/Design							-	-
Construction	550,000	600,000	600,000	600,000	600,000	600,000	3,000,000	3,550,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 550,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 3,000,000	\$ 3,550,000
Appropriations								
Intergovernmental Funds		400,000	400,000	400,000	400,000	400,000	2,000,000	2,000,000
General Fund	550,000	200,000	200,000	200,000	200,000	200,000	1,000,000	1,550,000
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ 550,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 3,000,000	\$ 3,550,000
Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

Ongoing road resurfacing projects. This annual budget is necessary to keep Carrboro roads from falling into disrepair. Performing resurfacing projects on a yearly basis will allow Public Works to maintain good road conditions and not become overwhelmed with road projects.

A street condition study was completed in FY 2020 which identified and prioritized roadways in need of repair or resurfacing. \$600,000 is then allocated per year to maintain roadways and make the necessary repairs. Resurfacing is expected to begin in April 2020.

Energy Sustainable Measures

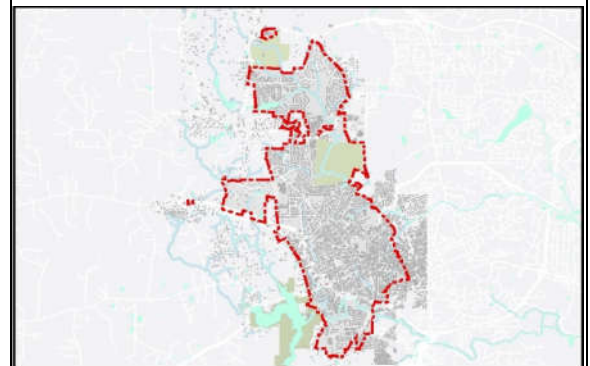
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

State Powell Bill Funding of \$400K each year.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Rogers Road Sidewalk**
 Location: **Rogers Road**
 Project Status: **Existing Project - No Additional Funding Programmed**

Project # **55032**
 Category: **Public Works**
 Fund: **62 - Bond Fund**

Proj Start Date: 11/26/2018	Finish Date: 6/30/2020
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	<u>Previous Funding</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
Expenses								
Planning/Design	182,693						-	182,693
Construction	1,193,880						-	1,193,880
Land/ROW	95,085						-	95,085
Equipment/Furnishings							-	-
Total Expenditures	\$ 1,471,658	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,471,658
Appropriations								
Intergovernmental Funds	542,600						-	542,600
General Fund							-	-
Capital Project Fund	143,823						-	143,823
Storm Water Fund							-	-
GO Bonds	785,235						-	785,235
Installment Financing							-	-
Other							-	-
Total Funding	\$ 1,471,658	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,471,658
Operating Budget Impact								
Personnel		1,000	1,000	1,000	1,000	1,000	5,000	5,000
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 5,000	\$ 5,000

Description and Benefits

The project consists of the installation of a five-foot wide concrete sidewalk one-mile in length, as well as a new bus pad and shelter, on the west side of Rogers Road. It is anticipated that this project will be completed and closed out by 6/30/20.

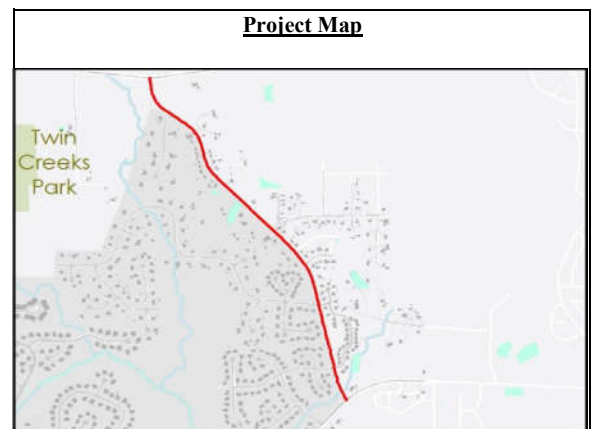
Energy Sustainable Measures

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

The project has been part of the Town's CIP and is funded with a combination of bond funds and STP-DA funds.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☐ Maintaining the existing infrastructure in order to protect the Town's investments
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Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **LED Streetlights**
 Location: **Town of Carrboro**
 Project Status: **Existing Project - No Additional Funding Programmed**

Project # **66041**
 Category: **Public Works**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: 1/1/2019	Finish Date: 6/30/2020
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	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design							-	-
Construction	40,000						-	40,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000

Appropriations								
Intergovernmental Funds							-	-
General Fund	40,000						-	40,000
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000

Operating Budget Impact								
Personnel							-	-
Operating		(2,629)	(2,629)	(2,629)	(2,629)	(2,629)	(13,145)	(13,145)
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ (2,629)	\$ (2,629)	\$ (2,629)	\$ (2,629)	\$ (2,629)	\$ (13,145)	\$ (13,145)

Description and Benefits

This project involves replacing light fixtures, on Town maintained streets, with LED lights, which typically last over 100,000 hours, or 20+ years, and feature a “plug and play” electrical system which lowers maintenance costs.

The LED conversion is complete, but Public Works is still evaluating the new streetlights. Modifications are possible which may have minor costs associated (example: shield installations cost \$80 each).

Energy Sustainable Measures

This project offers significant energy efficiency improvements. LED lighting is on average 50% more efficient than current standard lighting fixtures (High Pressure Sodium or Mercury Vapor), yielding a payback period for capital investment of 12 years. Street lighting is a large contribution to all municipal emissions (22%).

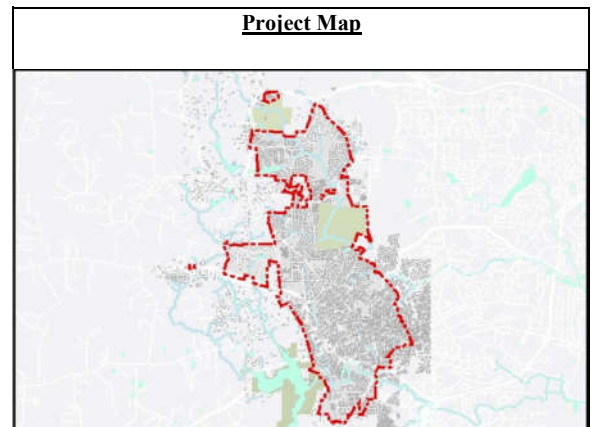
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

It is anticipated that the overall impact would result in savings in the annual operating budget equivalent to the capital cost incurred within roughly twelve years.

Town Council Strategic Goals: ("X" all that apply for this project)

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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Wayfinder - Town Signage**
 Location: **Town of Carrboro**
 Project Status: **Proposed**

Project # **PW1**
 Category: **Public Works**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: 7/1/2020	Finish Date: 10/1/2023
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	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design							-	-
Construction		100,000	150,000	150,000			400,000	400,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ 100,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 400,000	\$ 400,000
Appropriations								
Intergovernmental Funds		50,000	50,000	50,000			150,000	150,000
General Fund							-	-
Capital Project Fund		50,000	100,000	100,000			250,000	250,000
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ 100,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 400,000	\$ 400,000
Operating Budget Impact								
Personnel							-	-
Operating					20,000	20,000	40,000	40,000
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ 40,000	\$ 40,000

Description and Benefits

Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space. This is very useful in urban environments like downtown Carrboro. The project would create uniform signage throughout the town. The signs will be informative and aesthetically pleasing, leading to an improved Carrboro experience for visitors and residents. A \$52,600 contract with Axia Creative was approved and funded in the FY18 operational budget for graphic design conceptual concept for the wayfinding.

Energy Sustainable Measures

The town would be more walkable and likely lead to less driving around searching for parking, etc.

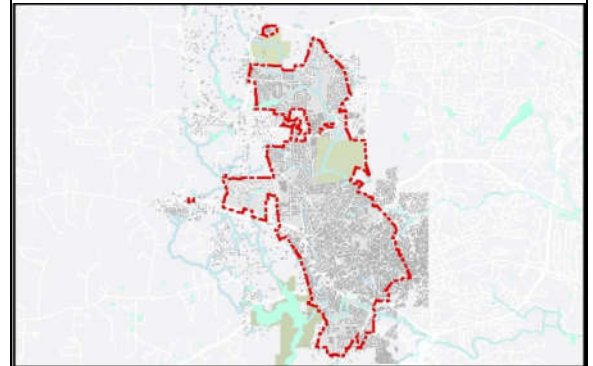
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Increased maintenance of signage - Repair and Replacement costs.
 Potential for additional funding from economic development, tourism and transportation budgets.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
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- ☐ Complying with State and Federal mandates
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Playground Equipment Repair and Replacement**
 Location: **Town Parks**
 Project Status: **Proposed**

Project # **PW2**
 Category: **Public Works**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: **7/1/2020** Finish Date: **6/30/2021**

	<u>Previous Funding</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
Expenses								
Planning/Design							-	-
Construction		100,000					100,000	100,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000

Appropriations								
Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund		100,000					100,000	100,000
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000

Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

This project will repair and replace playground equipment at the Town parks, as needed. Several deficiencies, including safety items, have been identified by Public Works and the Town's contracted playground equipment inspector. Repairs will be made to aging equipment and playground surfaces will be redone to be in compliance with applicable codes and guidelines. The Town owns and maintains seven (7) play equipment sets of various sizes and ages.

Energy Sustainable Measures

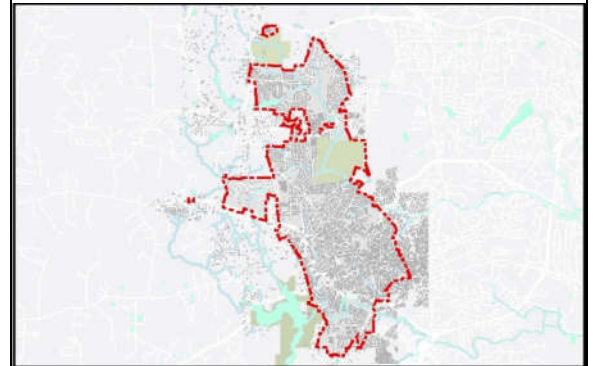
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

No impact on operating budgets is expected

Town Council Strategic Goals: ("X" all that apply for this project)

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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Century Center Renovation**
 Location: **Century Center**
 Project Status: **Proposed**

Project # **PW3**
 Category: **Public Works**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: **7/1/2021** Finish Date: **11/30/2024**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design			100,000				100,000	100,000
Construction				900,000	1,000,000		1,900,000	1,900,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ -	\$ 100,000	\$ 900,000	\$ 1,000,000	\$ -	\$ 2,000,000	\$ 2,000,000

Appropriations

Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund			100,000	900,000	1,000,000		2,000,000	2,000,000
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ -	\$ 100,000	\$ 900,000	\$ 1,000,000	\$ -	\$ 2,000,000	\$ 2,000,000

Operating Budget Impact

Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

This project consists of renovating Century Center's entire 23,000 Square Feet. Cost estimate of \$125/sf based on the Space Needs Assessment performed by Creech and Associates in 2016. This project will allow for the continued use of the historically significant and centrally located Century Center building, while upgrading the space to more effectively meet the town's needs.

The space the police station currently has is inadequate. The infrastructure of the Century Center is outdated and falling into disrepair. This project will repurpose the Century Center after the "203 project" is complete.

Energy Sustainable Measures

The building performance would greatly improve, leading to less energy consumption.

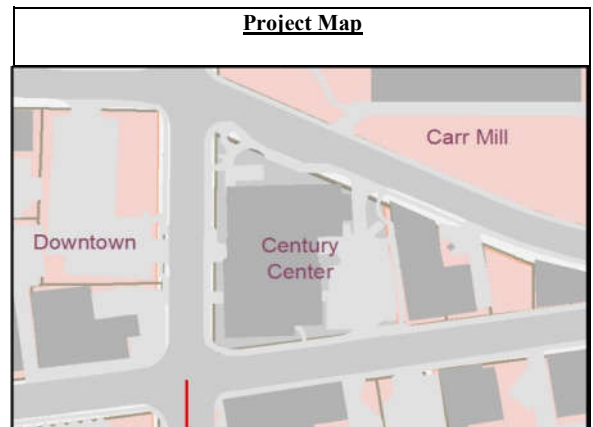
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

No operating budget impact anticipated.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
- ☐ Complying with State and Federal mandates
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Fire Station 1 Renovation**
 Location: **Fire Station 1**
 Project Status: **Proposed**

Project # **PW4**
 Category: **Public Works**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: **7/1/2021** Finish Date: **6/30/2024**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design			65,000				65,000	65,000
Construction			935,000	1,000,000			1,935,000	1,935,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000

Appropriations

Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund			1,000,000	1,000,000			2,000,000	2,000,000
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000

Operating Budget Impact

Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdg Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

This project consists of renovating Fire Station 1's entire 9,710 Square Feet. Cost estimate of \$225/sf based on the Space Needs Assessment performed by Creech and Associates in 2016. The Fire Station has not had interior improvements in a long time. Amenities for emergency and on duty personnel are deficient - including sleeping quarters and shower rooms.

Energy Sustainable Measures

This project would increase the energy efficiency of the building.

Oper Bdg Impacts & Funding (list grants, matching requirements, etc)

No operating budget impact anticipated.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
- ☐ Complying with State and Federal mandates
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Public Works Renovation/Relocation**
 Location: **TBD**
 Project Status: **Proposed**

Project # **PW5**
 Category: **Public Works**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: **7/1/2020** Finish Date: **6/30/2024**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design				130,000			130,000	130,000
Construction					6,000,000		6,000,000	6,000,000
Land/ROW		400,000					400,000	400,000
Equipment/Furnishings					100,000		100,000	100,000
Total Expenditures	\$ -	\$ 400,000	\$ -	\$ 130,000	\$ 6,100,000	\$ -	\$ 6,630,000	\$ 6,630,000
Appropriations								
Intergovernmental Funds				130,000	6,100,000		6,230,000	6,230,000
General Fund							-	-
Capital Project Fund		400,000					400,000	400,000
Storm Water Fund							-	-
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ 400,000	\$ -	\$ 130,000	\$ 6,100,000	\$ -	\$ 6,630,000	\$ 6,630,000
Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

This project entails relocating the Public Works facility to a different location that is away from the flood plane. Currently the Public Works facility is in a location prone to flooding; which impacts the ability to perform emergency services for the community. With a new facility, Public Works will be able to better serve the Town during a storm event. The current facility space is inadequate for future growth and the infrastructure is in need of renovations. Land acquisition cost is based on a property that is currently for sale off of NC54 for \$360K.

Energy Sustainable Measures

This project will result in a more energy efficient and sustainable Public Works facility. This will go towards achieving the goals in the Climate Action Plan.

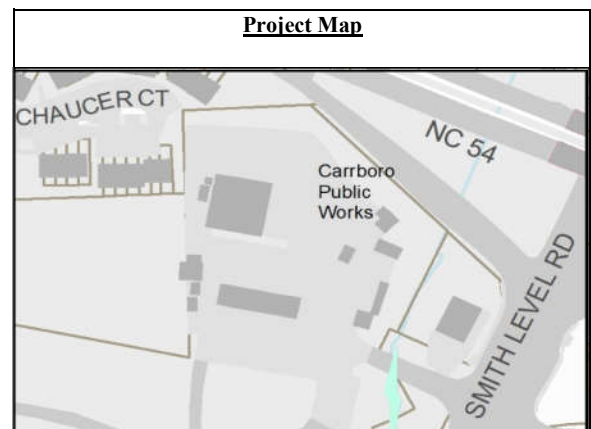
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Potential for FEMA to fund entire or partial project. Design and construction amounts included above reflect 100% FEMA funding. No operating budget impact anticipated.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☐ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
- ☐ Complying with State and Federal mandates
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **MLK Jr. Park Construction Design**
 Location: **1120 Hillsborough Road**
 Project Status: **Existing Project - No Additional Funding Programmed**

Project # **66044**
 Category: **Recreation and Parks**
 Fund: **66 - Capital Projects Fund**

Proj Start Date: **1/17/2018** Finish Date: **1/7/2020**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design	183,200						-	183,200
Construction	2,577,996						-	2,577,996
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 2,761,196	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,761,196

Appropriations								
Intergovernmental Funds							-	-
General Fund	2,561,196						-	2,561,196
Capital Project Fund							-	-
Storm Water Fund							-	-
GO Bonds	200,000						-	200,000
Installment Financing							-	-
Other							-	-
Total Funding	\$ 2,761,196	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,761,196

Operating Budget Impact								
Personnel							-	-
Operating	5,000	22,000	44,000	44,000	44,000	44,000	198,000	203,000
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ 5,000	\$ 22,000	\$ 44,000	\$ 44,000	\$ 44,000	\$ 44,000	\$ 198,000	\$ 203,000

Description and Benefits

The Town purchased 9.5 acres of land in the Hillsborough Road/Pathway Drive and designated it as a neighborhood park. On June 15, 2004, the Board of Aldermen approved a park design and officially named the park Martin Luther King, Jr. Park. While the original master plan has not been implemented, a community garden has been established at the park and the Park is used for walking and informal field play. The original master plan is currently being updated. In addition to enlarging the community garden, possible amenities being considered for the park are trails, restroom, picnic shelters, pavilions, a playground, amphitheater, sculpture garden, meditation garden, enhancing wetlands for environmental education, and a pollinator garden. Wilson Park is the closest neighborhood park in this area; however, the service radius neither serves the neighborhoods that the MLK Park is intended to serve. The development of Martin Luther King, Jr. Park will serve neighborhoods in the northern area and accommodate the ultimate growth north of Hillsborough Road from the Old Fayetteville to Calvander intersection. Currently, there is not a neighborhood park available for the northern area of Town.

Energy Sustainable Measures

Rain barrels will be placed at all structures so rain can be used in the community garden and by Public Works as needed.

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

Additional personnel, equipment, and supplies will be needed to maintain the park grounds.
 Project completion is expected by early 2020.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
- ☐ Complying with State and Federal mandates
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Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Broad St. Culvert Replacement**

Location: **408 Broad Street**

Project Status: **Existing Project - Additional Funding Programmed**

Proj Start Date: **6/1/2019** Finish Date: **6/30/2021**

Project # **81001**

Category: **Storm Water**

Fund: **80 - Storm Water Fund**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design	20,000						-	20,000
Construction		150,000					150,000	150,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 20,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 170,000

Appropriations

Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund	20,000	150,000					150,000	170,000
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ 20,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 170,000

Operating Budget Impact

Personnel							-	-
Operating			(250)	(250)	(250)	(250)	(1,000)	(1,000)
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ (250)	\$ (250)	\$ (250)	\$ (250)	\$ (1,000)	\$ (1,000)

Description and Benefits

There is a 24" vitrified clay culvert under Broad Street that is conveying a small stream. The inlet end is crushed/blocked by a large tree. According to Sungate, a 54" pipe is needed. The failing and undersized culvert is causing ongoing maintenance issues including major issues for the road and adjacent properties during major storms. The proposed replacement is based on a study by Sungate in 2013, with updated costs for 2018. A hydrology study from Sungate is planned for FY 18/19 prior to final design. Note: if the project is delayed, it is possible that the pipe could completely fail and an emergency repair/replacement would be required. Note that this project has not been submitted to the CIP for previous funding, and may not need to be based on the amount of the anticipated expense. It is included to initiate management review as quickly as possible. It is recommended that Sungate Engineering complete preliminary engineering work in the second half of FY 2019/20 using Storm water operating budget funds.

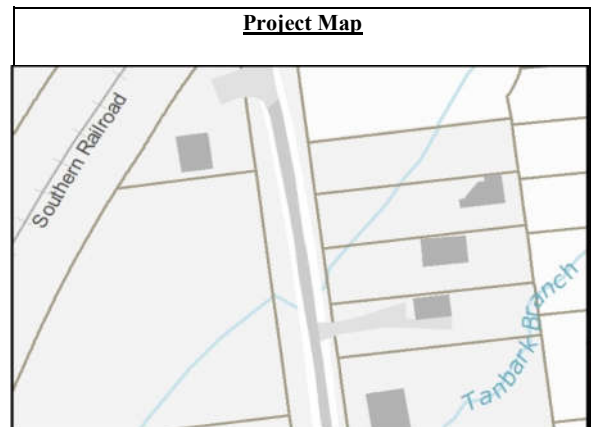
Energy Sustainable Measures

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

It is recommended that the Town pursue FEMA Public Assistance funds, if available. After completion, the project should save on operating expenses, which will likely be less predictable and more storm event response oriented than shown above.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
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- ☒ Complying with State and Federal mandates
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Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Public Works Stream Restoration**
 Location: **100 Public Works Drive**
 Project Status: **Existing Project - Additional Funding Programmed**

Project # **81002**
 Category: **Storm Water**
 Fund: **80 - Storm Water Fund**

Proj Start Date: **6/1/2019** Finish Date: **6/30/2021**

	<u>Previous Funding</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
Expenses								
Planning/Design	80,000						-	80,000
Construction		275,000					275,000	275,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ 80,000	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ 275,000	\$ 355,000
Appropriations								
Intergovernmental Funds		196,300					196,300	196,300
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund	80,000	78,700					78,700	158,700
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ 80,000	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ 275,000	\$ 355,000
Operating Budget Impact								
Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

The stream that runs between Smith Level Road and Public Works has experienced excessive stream bank erosion in general in recent years, with a significant impact from Hurricane Florence. This erosion is not only undesirable from an environmental perspective, it also presents an urgent situation given the proximity to the facility's fuel tanks. Damage to these tanks in a storm event would result in very substantial environmental and operational impacts. The cost estimates provided include the active preliminary engineering work and a preliminary construction estimate. Staff are pursuing FEMA Public Assistance funds; actual funding has not been obligated and is uncertain. It is anticipated that the Town will be reimbursed for the engineering costs and 50% or more of the construction costs.

Energy Sustainable Measures

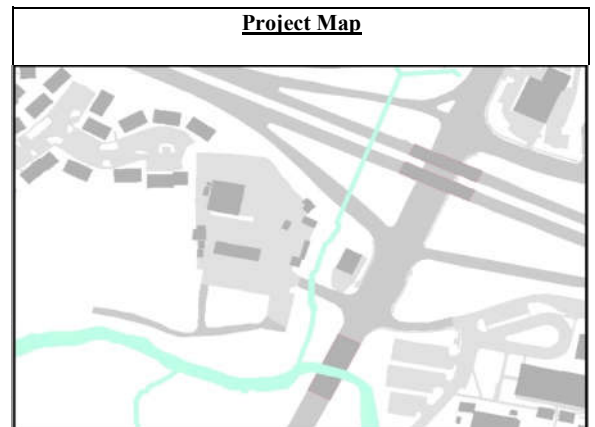
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

It is recommended that the Town pursue FEMA Public Assistance funds, if available. In the event that these funds are not available, it is recommended that the scope of funding from the Storm Water Fund (and possibly the scope of the project required to protect the tanks) be limited, given the revenue available to the Storm Water Fund.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Green Infrastructure Project(s) TBD**

Location: **TBD**

Project Status: **Proposed**

Project # **SW-1**

Category: **Storm Water**

Fund: **80 - Storm Water Fund**

Proj Start Date: 7/1/2022	Finish Date: 6/30/2024
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	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design			50,000				50,000	50,000
Construction				140,000			140,000	140,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ -	\$ 50,000	\$ 140,000	\$ -	\$ -	\$ 190,000	\$ 190,000

Appropriations

Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund			50,000	140,000			190,000	190,000
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ -	\$ 50,000	\$ 140,000	\$ -	\$ -	\$ 190,000	\$ 190,000

Operating Budget Impact

Personnel							-	-
Operating				500	500	500	1,500	1,500
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ 500	\$ 500	\$ 500	\$ 1,500	\$ 1,500

Description and Benefits

This project entails the planning/design and construction involved in new green infrastructure projects for Town maintained property and rights-of-way. The exact green infrastructure practices and locations are to be determined and will depend on policy and administrative direction and community input. Examples of potential practices include: permeable pavement; bioretention bump outs; tree planters with stormwater filtration; riparian/stream repair/restoration projects; impervious removal or disconnection.

Energy Sustainable Measures

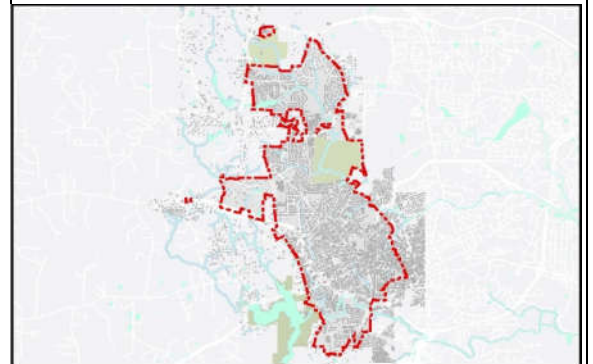
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

This project will require some increased maintenance costs.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Grey Infrastructure Project(s) TBD**

Location: **TBD**

Project Status: **Proposed**

Project # **SW-2**

Category: **Storm Water**

Fund: **80 - Storm Water Fund**

Proj Start Date: 7/1/2022	Finish Date: 6/30/2026
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	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY21-FY25 Total	Project Total
Expenses								
Planning/Design			50,000		65,000		115,000	115,000
Construction				190,000		230,000	420,000	420,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ -	\$ 50,000	\$ 190,000	\$ 65,000	\$ 230,000	\$ 535,000	\$ 535,000

Appropriations

Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund			50,000	190,000	65,000	230,000	535,000	535,000
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ -	\$ 50,000	\$ 190,000	\$ 65,000	\$ 230,000	\$ 535,000	\$ 535,000

Operating Budget Impact

Personnel							-	-
Operating				500	500	500	1,500	1,500
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ 500	\$ 500	\$ 500	\$ 1,500	\$ 1,500

Description and Benefits

This project entails the planning/design and construction involved in new grey infrastructure projects for Town maintained property and rights-of-way. The exact practices and locations are to be determined and will depend on policy and administrative direction and community input. Examples of potential practices include culvert replacement, rehabilitation, or repair and other improvements to the stormwater conveyance infrastructure.

Energy Sustainable Measures

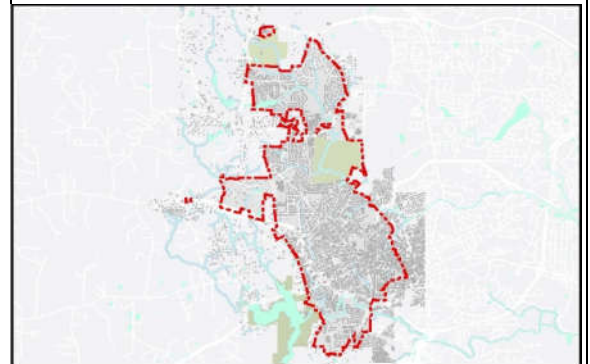
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

This project will require some increased maintenance costs.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Anderson Park Storm Water Retrofits**
 Location: **Anderson Park**
 Project Status: **Proposed**

Project # **SW-3**
 Category: **Storm Water**
 Fund: **80 - Storm Water Fund**

Proj Start Date: **7/1/2022** Finish Date: **6/30/2025**

	<u>Previous Funding</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
Expenses								
Planning/Design				60,000			60,000	60,000
Construction					150,000	160,000	310,000	310,000
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ -	\$ -	\$ 60,000	\$ 150,000	\$ 160,000	\$ 370,000	\$ 370,000

Appropriations								
Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund				60,000	150,000	160,000	370,000	370,000
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ -	\$ -	\$ 60,000	\$ 150,000	\$ 160,000	\$ 370,000	\$ 370,000

Operating Budget Impact								
Personnel							-	-
Operating					500	500	1,000	1,000
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 500	\$ 1,000	\$ 1,000

Description and Benefits

Sungate has completed concept plans for storm water retrofits that have been identified in the CIP since 2015. These retrofits address requirements of the Town's NPDES permit and also under the Jordan Lake rules. The projects also: are in the water supply watershed, and help protect drinking water; present an excellent opportunity for outreach and education; are the most cost effective of all retrofits that have been identified over the past 15 years; and "lead by example" with the types of projects to encourage others in the community to pursue. The project includes bio retention cells and a water quality swale.

Energy Sustainable Measures

Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

These retrofits will require some increased maintenance costs.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☒ Maintaining the existing infrastructure in order to protect the Town's investments
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Project Map





Town of Carrboro, NC

Capital Improvement Plan for FY21 thru FY25

Project Title: **Morgan Creek Stream Restoration**

Project # **SW-4**

Location: **Adjacent to Town Land/Greenway Site & Berryhill Neighborhood**

Category: **Storm Water**

Project Status: **Proposed**

Fund: **80 - Storm Water Fund**

Proj Start Date: 7/1/2024	Finish Date: 6/30/2027
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	<u>Previous Funding</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY21-FY25 Total</u>	<u>Project Total</u>
Expenses								
Planning/Design						50,000	50,000	50,000
Construction							-	-
Land/ROW							-	-
Equipment/Furnishings							-	-
Total Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000

Appropriations

Intergovernmental Funds							-	-
General Fund							-	-
Capital Project Fund							-	-
Storm Water Fund						50,000	50,000	50,000
GO Bonds							-	-
Installment Financing							-	-
Other							-	-
Total Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000

Operating Budget Impact

Personnel							-	-
Operating							-	-
Capital Outlay							-	-
Debt Service							-	-
Total Oper Bdgt Impact	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Description and Benefits

There is a rapidly, and significantly, eroding stream bank on Morgan Creek at the location planned for a future greenway creek crossing. Stabilizing this bank is important for both, the crossing, and for protecting adjacent residents' land.

Energy Sustainable Measures

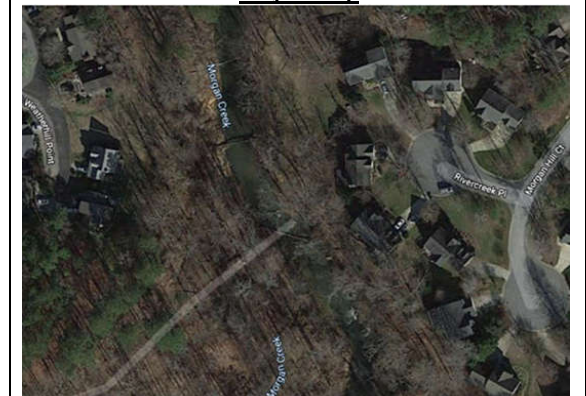
Oper Bdgt Impacts & Funding (list grants, matching requirements, etc)

This project will require some increased maintenance costs.

Town Council Strategic Goals: ("X" all that apply for this project)

- ☐ Maintaining the existing infrastructure in order to protect the Town's investments
- ☐ Expanding the Town's tax base in a way that will benefit both current and future citizens
- ☒ Complying with State and Federal mandates
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Project Map





Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-112

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

HR-MU Zoning Follow-up Report and Possible Request-to-Set a Public Hearing

PURPOSE: The purpose of this agenda item is to provide the Town Council with a follow-up report relating to the draft text amendment establishing the Historic Rogers Road Zoning Districts.

DEPARTMENT: Planning

CONTACT INFORMATION: Christina Moon - 919-918-7325; Marty Roupe - 919-918-7333; Patricia McGuire - 919-918-7327; Nick Herman - 919-929-3905

INFORMATION: At the June 18, 2019 public hearing, the Board of Aldermen adopted text and map amendments rezoning thirty properties in the historic Rogers Road neighborhood to a new zoning classification: Historic Rogers Road-Residential (HR-R). (Agenda materials may be found at: <https://carrboro.legistar.com/MeetingDetail.aspx?ID=686486&GUID=87B4B141-060E-43B0-9B7E-2BAA056385A7&Options=&Search=>.) The item included a second zoning classification: Historic Rogers Road-Mixed Use (HR-MU), designed to provide a greater range of uses, including opportunities for flex-space and live-work space as well as major home occupations. The purpose of this agenda item is to discuss the HR-MU district and review possible changes requested during the public hearing, and provide staff with direction for next steps.

One of the interests expressed during the public hearing was to have the eight lots identified for the mixed-use district, and currently controlled by a single owner, to be developed as one project. At that time, the owner conveyed that he did not yet have a particular development proposal in mind for the properties. The property owner has recently shared with staff that there is a possible buyer for all eight properties.

FISCAL & STAFF IMPACT: There is no fiscal impact to receive the report; costs and staff time are associated with the review of text amendments and rezonings.

RECOMMENDATION: Staff recommends that the Town Council receive the follow-up report, discuss the revised draft ordinance and provide direction for next steps, including as a possible option setting a public hearing to consider the revised draft ordinance establishing a new mixed-use district for the Historic Rogers Road Neighborhood.

**A RESOLUTION SETTING A PUBLIC HEARING ON AN ORDINANCE AMENDING THE
CARRBORO LAND USE ORDINANCE TO ESTABLISH HISTORIC ROGERS ROAD
MIXED USE DISTRICT AND ASSOCIATED DEVELOPMENT STANDARDS**

WHEREAS, the Town of Carrboro Town Council seeks to provide ample opportunities for the public to comment on proposed amendments to the Land Use Ordinance;

- 1) NOW, THEREFORE BE IT RESOLVED that the Town Council offers the following comments:

or

- 2) NOW, THEREFORE BE IT RESOLVED that the Town Council sets a public hearing on March 24, 2020, to consider adopting “An Ordinance Amending the Carrboro Land Use Ordinance to Establish the Historic Rogers Road Mixed Use District and Associated Development Standards.”

BE IT FURTHER RESOLVED that the draft ordinance is referred to Orange County and the Town of Carrboro Planning Board for consideration and recommendation prior to the specified public hearing date.

BE IT FURTHER RESOLVED that the draft ordinance is also referred to the following Town of Carrboro advisory boards and commissions.

<input type="checkbox"/>	Affordable Housing Advisory Commission	<input type="checkbox"/>	Recreation and Parks Commission
<input checked="" type="checkbox"/>	Appearance Commission	<input checked="" type="checkbox"/>	Northern Transition Area Advisory Committee
<input checked="" type="checkbox"/>	Transportation Advisory Board	<input type="checkbox"/>	<hr/>
<input checked="" type="checkbox"/>	Economic Sustainability Commission	<input type="checkbox"/>	<hr/>

This is the 11th day of February in the year 2020.

AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO ESTABLISH HISTORIC ROGERS ROAD MIXED USE DISTRICT AND ASSOCIATED DEVELOPMENT STANDARDS

DRAFT 02-05-2020

THE CARRBORO BOARD OF ALDERMEN ORDAINS:

Section 1. The Carrboro Land Use Ordinance is amended by modifying Section, 15-136.1 Historic Rogers Road District Established, to read as follows:

Section 15-136.1 Historic Rogers Road Districts Established

- (a) The Historic Rogers Road districts, HR-R (residential) and HR-MU-CZ (mixed use, conditional), are established to implement the goals and recommendations of the *Mapping Our Community's Future* community planning effort, completed in May 2016. The intent of *Mapping Our Community's Future* and the HR Districts is to:
- 1) Create opportunities for long-term residents to continue living in the community and to age in place;
 - 2) Preserve the socioeconomic and cultural diversity of the neighborhood;
 - 3) Increase physical connections within the neighborhood, including for pedestrians and bicyclists;
 - 4) Respect and protect the natural character of the neighborhood;
 - 5) Ensure that new development is consistent with neighborhood character and the vision that residents have developed for its future;
 - 6) Provide greater residential housing choice, affordability, and diversity;
 - 7) Increase economic opportunities within the neighborhood;
 - 8) Increase recreational resources within the neighborhood; and
 - 9) Ensure that new development is adequately served by infrastructure, including streets, sidewalks, and utilities.

Section 2. The Carrboro Land Use Ordinance is amended by adding a new subsection 15-141.436.1(e)(a1) to read as follows:

- 1** (a1e) Pursuant to purpose statement in section 15-136.1(a), the Historic Rogers Road-Mixed Use Conditional District (HR-MU-CZ) The HR-MU district is designed to provide for a broader range of housing and employment options by concentrating new development into nodes which will balance providing areas for desired new uses while protecting the overall neighborhood character. Uses appropriate in the HR-MU-CZ district include live-work units, flex space, and low-intensity neighborhood-serving establishments such as healthcare, assisted living, elder care, child care, and recreation facilities. Notwithstanding the provisions of subsections (a) and (c), the HR-MU-CZ district may be established only

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as part of a legislative decision creating the district and applying it to the particular property; there is no general use district for the HR-MU classification.

(1) No area less than five contiguous acres may be zoned as a HR-MU-CZ.

(2) All development in a HR-MU-CZ district shall conform to the performance standards in Section 15-176.9.

Section 3. Article II Section 15-15 Definitions of Basic Terms is amended by modifying the existing definition of Home Occupation, Major to add a reference the HR-MU-CZ district as follows:

Home Occupation, Major. A Major Home Occupation is an accessory business use of a residentially-zoned property, that meets one or more of the following criteria: (i) employs up to four non-resident employees, who may work on site; (ii) utilizes outdoor storage of materials, supplies, products, or machinery; or (iii) generates noise, vibration, dust, odor, light, or glare that is visible from neighboring properties or the public right-of-way at any hour of the day. Examples of Major Home Occupations include: lawncare or landscaping services, woodworking shops, small engine repair, appliance repair, metalworking, and any home business with more than one non-resident employee. Major home occupation uses are only permissible with a zoning permit in the HR-R and HR-MU-CZ districts, and are subject to the performance standards specified in Section 15-176.98.

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Section 4. Section 15-146 (Table of Permissible Uses) is amended by adding one new column labelled HR-MU-CZ with permissible use classifications as shown in the attached Exhibit 'A.' The letters "Z," "S," "C," "SC," and "ZS," and the symbol "*" have the meanings described for all uses as provided in applicable subsections of Section 15-147.

Section 5. Section 15-176.98 Special Standards for Historic Rogers Road District, is amended to include the HR-MU-CZ District as follows:

Section 15-176.98 Special Standards for Historic Rogers Road Districts.

- (a) All applicable provisions of the Carrboro Land Use Ordinance not specifically exempted or modified by this section shall apply to the HR-R and HR-MU-CZ districts.
- (b) In both the HR-R and HR-MU-CZ districts, the maximum size of any single-family dwelling constructed after the effective date of this section shall be 2,000 square feet of heated floor area; the maximum size of any duplex or triplex dwelling unit constructed after the effective date of this section shall be 1,200 square feet of heated floor area. Any dwelling unit in existence on the effective date of this subsection containing 2,000 square feet or greater of heated floor area may be increased by a maximum of 25% of the existing heated floor area or 500 square feet whichever is greater, but with a maximum size of 2,500 square feet at any time. Any dwelling unit in existence on the effective date of this subsection containing less than 2,000 square feet of heated floor area may be expanded up to a maximum size of 2,000 square feet of heated floor area or 25% whichever is greater.
- (c) In the HR-MU-CZ district the maximum size of the ~~building footprint for~~ any building containing any nonresidential uses shall not exceed 6,000 square feet.

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- (d) An undisturbed buffer, of no less than 530 feet, shall be maintained along the perimeter of the entire HR-MU-CZ district.
1. The buffer shall consist of existing vegetation and/or new plantings to meet the requirements in Section 15-307(1) for an Opaque Type A screen.
 2. This area shall remain undisturbed except for the removal of noxious weeds and trees determined to be diseased by a Certified Arborist, and the installation of new plantings as required by the standards for a Type A screen described in subsection (c)(1) above.
- (e) Development within the HR-MU-CZ district shall be subject to the screening requirements of Section 15-306, to provide sufficient screening between uses, so long as a Type A screen is retained at the boundary line of any parcel in the HR-MU-CZ district where that parcel adjoins an adjacent property outside of the district.
- (f) As set forth in the Table of Permissible Uses, Major Home Occupations are permissible only in the HR-R and HR-MU-CZ districts, subject to the following standards:
1. Must be conducted by a person who resides on the same lot.
 2. Major Home Occupations shall only be located on lots a minimum of one acre in size.
 3. No more than 50% of the heated square footage of the home shall be used for business purposes. This calculation does not include accessory structures in the total square footage calculation for the home; such structures shall be limited to a maximum size of 150% of the home, but in no case shall exceed 2,000 gross square feet.
 4. The maximum number of trips per day to or from the business shall not exceed 50.
 5. The on-premises sale and delivery of goods which are not produced on the premises is prohibited, except in the case of the delivery and sale of goods incidental to the provision of a service.
 6. No more than three business-associated vehicles shall be parked on-site.
 7. Business-associated vehicles shall be limited to vehicles allowed under a Class C license.
 8. Parking for vehicles associated with the business, including employee and visitor vehicles shall be provided on-site, pursuant to the requirements in Section 15-291.
 9. If more than three parking spaces are provided for business-associated vehicles and / or employees and visitors, then the additional spaces above three must be screened by a Type A buffer.
 10. All business activities shall be a minimum of 60 feet from all lot lines or within a fully enclosed building.
 11. All noise, dust, vibration, odor, light, and glare-producing activities shall be located a minimum of 60 feet from all lot lines, and any activity that results in noise, vibration, dust, odor, light, or glare shall only occur between the hours of 8 AM and 6 PM.
 12. Any outdoor storage of materials, supplies, products, or machinery (excluding functional vehicles associated with the business) shall be screened with a Type A screen as described in LUO Section 15-307.

- (g) Any Land Use Category 8.100 use located in the HR-MU-CZ district is limited to 24,000 square feet heated floor area and may only conduct business between the hours of 6 am and 9 pm.
- (h) For proposed developments within the HR-MU-CZ district, a phasing plan must be incorporated into the project which mandates that at least fifteen percent (15%) of the uses must be nonresidential and at least fifteen percent (15%) of the uses must be residential. The phasing plan must ensure that the nonresidential portions are completed prior to or in conjunction with the residential portions of each phase.

Section 6. Section 15-181 Minimum Lot Size Requirements, subsection (a) is revised with the addition of minimum lot size requirements for the HR-MU-CZ zoning district as follows:

<u>ZONE</u>	<u>MINIMUM SQUARE FEET</u>
HR-MU- <u>CZ</u>	7,500

Section 7. Section 15-182 Residential Density, subsection (a) is revised with the addition of residential density requirements for the HR-MU-CZ zoning district, as follows:

<u>ZONE</u>	<u>Minimum Square Feet Per Dwelling Unit, Multi-Family, Triplex and Duplex</u>
HR-MU- <u>CZ</u>	7,500

Section 8. Section 15-182.3 Residential Density of Major Developments in Certain Districts, subsection (a) is amended to read as follows:

- (a) Notwithstanding the provisions of Section 15-182, when any tract of land within the R-10, R-15, R-20, RR and, HR-R and ~~HR-MU~~ districts is developed under circumstances requiring the issuance of a special or any tract within the R-10, R-15, R-20, RR, HR-R or HR-MU-CZ requiring the issuance of conditional use permit, the maximum number of dwelling units that may be placed on that tract shall be determined in accordance with the provisions of this section.

Section 9. Section 15-183 Minimum Lot Widths, subsection (b) is revised with the addition of minimum lot width requirements for the HR-MU-CZ zoning district, as follows:

<u>ZONE</u>	<u>Lot Width</u>
HR-MU- <u>CZ</u>	50

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Section 10. Subsection 15-184 Building Setback Requirements, subsection (a) is revised with the addition of setback requirements for the HR-MU-CZ zoning district, as follows:

<u>ZONE</u>	<u>Minimum Distance from Street Right of Way Line</u>		<u>Minimum Distance from Street Centerline</u>		<u>Minimum Distance from Lot Boundary Line</u>
	Building	Freestanding Sign	Building	Freestanding Sign	Building and Freestanding Sign
HR-MU- <u>CZ</u>	50	20	70	50	<u>530</u>

Section 11. The table included in Subsection 15-185 (a) (2) is amended by the addition of information on the maximum building height for the HR-MU-CZ zoning district, as follows:

<u>ZONE</u>	<u>Maximum Height</u>
HR-MU- <u>CZ</u>	40'

Section 12. Article XVII Signs, Section 15-271(e) is amended to read as follows:

- (e) Signs for home occupations and major home occupations shall be permitted subject to the following provisions:
1. A lot that houses a legally-established home-based occupation as an accessory use may have up to one wall-mounted sign with a maximum area of 4 square feet. In the HR-R and HR-MU-CZ districts, legally-established major home occupations may have up to one wall-mounted sign with a maximum area of 8 square feet.
 2. Signs must be non-illuminated.
 3. Signs shall comply with the standards of Sections 15-271, Permit Required for Signs, 15-275, Computation of Sign Area, and 15-282, Miscellaneous Requirements.

~~Section 13. Subsection (d) of 15-147 (Use of the Designations Z, S, and C in Table of Permissible Uses) is amended to read as follows:~~

~~(d) Subject to Section 15-148, use of the designation "ZC" (which designation appears only under the zoning district columns applicable to the commercial, manufacturing and the HR-MU districts) means that a conditional use permit must be obtained if the development involves the construction of more than 3,000 square feet of new building gross floor area or the development is located on a lot of more than one acre, and a zoning permit must be obtained if the development involves the construction of 3,000 square feet or less of new building gross floor area and the development is located on a lot of one acre or less.~~

Section 1~~3~~⁴. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 1~~4~~⁵. This ordinance shall become effective upon adoption

DRAFT

Exhibit 'A' - TABLE OF PERMISSIBLE USES**Historic Rogers Road Zoning District Additions - 2/5/2020**

DESCRIPTION	HR MU CZ
1.000 Residential	
1.100 Single Family Residences	
1.110 Single Family Detached	
One Dwelling Unit Per Lot	
1.111 Site Built/Modular	Z
1.112 Class A Mobile Home	Z
1.113 Class B Mobile Home	
1.120 Single Family Detached	
More Than One Dwelling	
Unit Per Lot	
1.121 Site Built/Modular	*
1.122 Class A Mobile Home	*
1.123 Class B Mobile Home	
1.200 Two-Family Residences	
1.210 Two-Family Conversion	C
1.220 Primary Residence with	
Accessory Apartment	C
1.230 Duplex	
1.231 Maximum 20% units	
> 3 bedrms/du	C
1.232 No bedroom limit	
1.240 Two Family Apartment	
1.241 Maximum 20% units	
> 3 bedrms/du	C
1.242 No bedroom limit	
1.300 Multi-Family Residences	
1.310 Multi-Family Conversion	
1.320 Multi-Family Townhomes	
1.321 Maximum 20% units	
> 3 bedrms/du	C
1.322 No bedroom limit	
1.330 Multi-Family Apartments	
1.331 Maximum 20% units	
> 3 bedrms/du	
1.332 No bedroom limit	
1.340 Single-Room Occupancy	
1.350 Triplex	C
1.400 Group Homes	
1.410 Fraternities, Sororities,	
Dormitories and Similar	
Housing	
1.420 Boarding Houses,	
Rooming Houses	
1.430 Adult Care Home, Class A	C
1.440 Adult Care Home, Class B	C
1.450 Child Care Home, Class A	C
1.460 Child Care Home, Class B	C
1.470 Maternity Home	C

Exhibit 'A' - TABLE OF PERMISSIBLE USES**Historic Rogers Road Zoning District Additions - 2/5/2020**

DESCRIPTION	HR MU CZ
1.480 Nursing Care Home	C
1.500 Temporary Residences	
1.510 Tourist Homes and other Temporary Residences Renting Rooms for Relatively Short Periods of Time	
1.600 Homes Emphasizing Services, Treatment or Supervision	
1.610 Temporary Homes for the Homeless	
1.620 Overnight Shelters for Homeless	
1.630 Senior Citizen Residential Complex	
1.700	
1.800	
1.900 Home Occupation	Z
1.910 Major Home Occupation	Z
2.000 Sales and Rental of Goods, Merchandise	
and Equipment	
2.100 No Storage or Display of Goods Outside Fully Enclosed Building	
2.110 High-Volume Traffic Generation	
2.111 ABC Stores	
2.112 Specialty High Volume Retail	
2.120 Low-Volume Traffic Generation	
2.130 Wholesale Sales	
2.140 Drive-In Windows	
2.150 Retail Sales with Subordinate Manufacturing and Processing	
2.200 Display of Goods Outside Fully Enclosed Building	
2.210 High-Volume Traffic Generation	
2.220 Low-Volume Traffic Generation	
2.230 Wholesale Sales	
2.240 Drive-In Windows	
2.300 Storage of goods outside fully enclosed building	
2.310 High-volume traffic generation	
2.320 Low-volume traffic	
2.330 Wholesale Sales	

Exhibit 'A' - TABLE OF PERMISSIBLE USES
Historic Rogers Road Zoning District Additions - 2/5/2020

DESCRIPTION	HR MU CZ
2.340 Drive-in Windows	
3.000 Office, Clerical, Research and Services Not Primarily Related to Goods or Merchandise	
3.100 All operations conducted entirely Within Fully Enclosed Building	
3.110 Operations designed to attract and serve customers or clients on the premises, such as the office of attorneys, physicians, other professions, insurance and stock brokers, travel agents, government office buildings, etc.	C
3.120 Operations designed to attract little or no customer or client traffic other than employees of the entity operating the principal use	C
3.130 Office or clinics of physicians or dentists with not more than 10,000 square feet of gross floor area	C
3.140 Watershed research	
3.150 Copy Centers/Printing Operations	C
3.200 Operations conducted within or outside fully enclosed buildings	
3.210 Operations designed to affect and serve customers or clients on the premises	
3.220 Operations designed to attract little or no customer or client traffic other than employees of the entity operating the principal use	
3.230 Banks with drive-in window	
3.240 Watershed research	
3.250 Automatic Teller Machine, Freestanding	
3.260 Social Service Provider with Dining	
4.000 Manufacturing, Processing, Creating, Repairing, Renovating, Painting, Cleaning, Assembling of Goods,	

Exhibit 'A' - TABLE OF PERMISSIBLE USES**Historic Rogers Road Zoning District Additions - 2/5/2020**

DESCRIPTION	HR MU CZ
Merchandise and Equipment	
4.100 All operations conducted entirely within fully enclosed buildings	C
4.200 Operations conducted within or outside fully enclosed buildings	
5.000 Educational, Cultural, Religious, Philanthropic, Social, Fraternal Uses	
5.100 Schools	
5.110 Elementary and secondary (including associated grounds and athletic and other facilities)	C
5.120 Trade or vocational school	
5.130 College	
5.200 Churches, synagogues and temples (including associated residential structures for religious personnel and associated buildings but not including elementary school buildings) school or secondary	C
5.300 Libraries, museums, art galleries, art centers and similar uses (including associated educational and instructional activities)	
5.310 Located within a building designed and previously occupied as a residence or within a building having a gross floor area not in excess of 3,500 square feet	
5.320 Located within any permissible structures	
5.400 Social, fraternal clubs and lodges, union halls, and similar uses	
6.000 Recreation, Amusement, Entertainment	
6.100 Activity conducted entirely within building or substantial structure	
6.110 Bowling alley, skating rinks, indoor tennis and squash courts, billiards and pool halls, indoor athletic and exercise facilities and similar uses.	
6.120 Movie Theaters	
6.121 Seating capacity of	

Exhibit 'A' - TABLE OF PERMISSIBLE USES**Historic Rogers Road Zoning District Additions - 2/5/2020**

DESCRIPTION	HR MU CZ
not more than 300	
6.122 Unlimited Seating Capacity	
6.130 Coliseums, stadiums, and all other facilities listed in the 6.100 classification designed to seat or accommodate simultaneously more than 1000 people	
6.140 Community Center--a Town sponsored, non-profit indoor facility providing for one or several of various type of recreational uses. Facilities in a Community Center may include, but are not limited to gymnasias, swimming pools, indoor court areas, meeting/ activity rooms, and other similar uses	
6.150 Electronic Gaming Operations	
6.200 Activity conducted primarily outside enclosed buildings or structures.	
6.210 Outdoor recreational facilities developed on private lands, without Town sponsorship or investment, such as golf and country clubs, swimming or tennis clubs, etc. and not constructed pursuant to a permit authorizing the construction of a residential development.	
6.220 Outdoor recreational facilities developed on public lands, or on private lands with swimming pools, parks, etc., not constructed pursuant to a permit authorizing the construction of another use such as a school	
6.221 Town of Carrboro owned and operated facilities.	
6.222 Facilities owned and operated by public entities other than the Town of Carrboro	
6.230 Golf driving ranges not accessory to golf course, par 3 golf courses, miniature golf course, skateboard parks,	

Exhibit 'A' - TABLE OF PERMISSIBLE USES**Historic Rogers Road Zoning District Additions - 2/5/2020**

DESCRIPTION	HR MU CZ
water slides, and similar uses.	
6.240 Horseback riding stables (not constructed pursuant to permit authorizing residential development)	
6.250 Automobile and motorcycle racing tracks	
6.260 Drive-in Movie Theaters	
7.000 Institutional Residence or Care of Confinement Facilities	
7.100 Hospitals, clinics, other medical (including mental health) treatment facilities in excess of 10,000 square feet of floor area	
7.200 Nursing care institutions, intermediate care institutions, handicapped, aged or infirm institutions, child care institutions	
7.300 Institutions (other than halfway houses) where mentally ill persons are confined	
7.400 Penal and Correctional Facilities	
8.000 Restaurants (including food delivery services), Bars, Night Clubs	
8.100 Restaurant with none of the features listed in use classification below as its primary activity	C
8.200 Outside Service or Consumption	
8.300 Drive-in (service to and consumption in vehicle on premises)	
8.400 Drive Through Windows (service directly to vehicles primarily for off-premises consumption)	
8.500 Carry Out Service (food picked up inside of off-premises consumption)	
8.600 Food Delivery	
8.700 Mobile prepared food vendors	
9.000 Motor Vehicle-Related Sales and Service Operations	
9.100 Motor vehicle sales or rental of sales and service	
9.200 Automobile service stations	
9.300 Gas sales operations	
9.400 Automobile repair shop or body shop	
9.500 Car wash	
10.000 Storage and Parking	
10.100 Independent automobile parking lots or garages	

Exhibit 'A' - TABLE OF PERMISSIBLE USES**Historic Rogers Road Zoning District Additions - 2/5/2020**

DESCRIPTION	HR MU CZ
10.200 Storage of goods not related to sale or uses of those goods on the same lot where they are stored	
10.210 All storage within completely enclosed structures	
10.220 Storage inside or outside completely enclosed structures	
10.300 Parking of vehicles or storage of equipment outside enclosed structures where: (i) vehicles or equipment are owned and used by the person making use of the lot, and (ii) parking or storage is more than a minor and incidental part of the overall use made of the lot	
11.000 Scrap Materials Salvage Yards, Junkyards, Automobile Graveyards	
12.000 Services and Enterprises Related to Animals	
12.100 Veterinarian	
12.200 Kennel	
13.000 Emergency Services	
13.100 Police Stations	
13.200 Fire Stations	
13.300 Rescue Squad, Ambulance Service	
13.400 Civil Defense Operation	
14.000 Agricultural, Silvicultural, Mining, Quarrying Operations	
14.100 Agricultural operations, farming	
14.110 Excluding livestock	
14.120 Including livestock	
14.200 Silvicultural operations	
14.300 Mining or quarrying operations, including on-site sales of products	
14.400 Reclamation landfill	
15.000 Miscellaneous Public and Semi-Public Facilities	
15.100 Post Office	
15.200 Airport	
15.300 Sanitary landfill	
15.400 Military reserve, National Guard centers	
15.500 Recycling materials collection operations	
15.510 Using collection facilities other than motor vehicles	
15.520 Aluminum recycling using motor vehicles	

Exhibit 'A' - TABLE OF PERMISSIBLE USES**Historic Rogers Road Zoning District Additions - 2/5/2020**

DESCRIPTION	HR MU CZ
15.600 Public utility service complex	
15.700 Cable Television Signal Distribution Center	
15.750 Data Service Provider Facility	
15.800 Town-owned and/or Operated Facilities and Services	
15.810 Town-owned and/or Operated Public Parking Lot	
15.820 All other town-owned and/or operated facilities and services	
16.000 Dry Cleaner, Laundromat	
16.100 With drive-in windows	
16.200 Without drive-in windows	
17.000 Utility Facilities	
17.100 Neighborhood	
17.200 Community or regional	
17.300 Cable Television Satellite Station	
17.400 Underground Utility Lines	
17.410 Electric Power Lines & Gas Lines	
17.420 Other Underground Lines	
17.500 Solar Array	
17.501 Solar Array Facility, Level 1	
17.502 Solar Array Facility, Level 2	
17.503 Solar Array Facility, Level 3	
18.000 Towers and Related Structures	
18.100 Towers and antennas fifty feet tall or less	C
18.200 Towers and antennas attached thereto that exceed 50 feet in height, and that are not regarded as accessory to residential users under 15-150(c)(5)	
18.300 Antennas exceeding 50 feet in height attached to structures other than towers, [other than accessory uses under 15-150(c)(5)]	
18.400 Publicly-owned towers and antennas of all sizes that are used in the provision of public safety services	
19.000 Open Air Markets and Horticultural Sales	
19.100 Open air markets (farm and craft markets, flea markets, produce markets)	
19.200 Horticultural sales with outdoor display	
19.300 Seasonal Christmas or pumpkin sales	
20.000 Funeral Homes	

Exhibit 'A' - TABLE OF PERMISSIBLE USES**Historic Rogers Road Zoning District Additions - 2/5/2020**

DESCRIPTION	HR MU CZ
21.000 Cemetery and Crematorium	
21.100 Town-owned cemetery	
21.200 All other cemeteries	
21.300 Crematorium	
22.000 Day Care	
22.100 Child Day Care Home	C
22.200 Child Day Care Facility	C
22.300 Senior Citizens Day Care, Class A	C
22.400 Senior Citizens Day Care, Class B	C
23.000 Temporary structure or parking lots used in connection with the construction of a permanent building or for some non-recurring purpose	
23.100 Temporary structures located on same lot as activity generating need for structure	C
23.200 Temporary parking facilities located on or off-site of activity generating need for parking	
24.000 Bus Station	
25.000 Commercial Greenhouse Operations	
25.100 No on-premises sales	
25.200 On-premises sales permitted	
26.000 Subdivisions	
26.100 Major	C
26.200 Minor	C
27.000 Combination Uses	C
28.000 Planned Unit Developments	
29.000 Special Events	C
30.000 Planned Industrial Development	
31.000 Off-Premises Signs	
32.000 Village Mixed Use Development	
33.000 Office/Assembly Planned Development	
34.000 Temporary Lodging	
34.100 Hotels and Motels	
34.200 Bed and Breakfast	C



TOWN OF CARRBORO

NORTH CAROLINA

TRANSMITTAL

PLANNING DEPARTMENT

DELIVERED VIA: ☒ HAND ☐ MAIL ☒ FAX ☐ EMAIL

To: David Andrews, Town Manager
Mayor and Town Council

From: Tina Moon, Planning Administrator

Date: February 7, 2020

Subject: Revisions to Draft Ordinance Establishing Historic Rogers Road-Mixed Use Zoning District

At the June 18, 2019 Board of Aldermen meeting, the Board considered text amendments to the Land Use Ordinance to establish two new zoning districts for the Historic Rogers Road neighborhood, a residential district, Historic Rogers Road-Residential (HR-R) and a mixed-use district Historic Rogers Road-Mixed Use (HR-MU). After deliberation, the Board adopted the amendments associated with the residential district only, and subsequently adopted the map amendment to rezone the thirty properties in the Historic Rogers Road neighborhood to the new residential district. During the discussion, Board members identified five potential changes to the mixed-use district and directed staff to incorporate the changes into a revised draft ordinance for consideration at a future meeting. These are as follows:

1. Change the HR-MU district from a general zoning district to a conditional district HR-MU-CZ.
2. Add language that would require eight properties identified for the mixed use district to be developed as part of one project.
3. Reduce the maximum size of a nonresidential building footprint in the mixed use district to less than a 6,000 square feet.
4. Increase the size of the undistributed buffer along the perimeter of the eight properties identifies for the mixed use district from 30 feet to 50 feet.
5. Require a conditional use permit for all uses.

Board members also asked for more information relating to environmental concerns.

Staff have prepared a revised draft ordinance with the requested changes shown in tracking (*Attachment B*). To facilitate the Council's discussion, numbered text boxes have been placed in the left margin of the draft ordinance that correspond to the numbered sections below. Each section includes a description of a requested change, how it is incorporated into the revised draft ordinance, and notes where additional information may be helpful. Information relating to the environmental questions are provided at the end of the memo.

1. Change the HR-MU district from a general zoning district to a conditional district HR-MU-CZ.
In the June 18th draft ordinance, the description and purpose statement for the two Historic Rogers Road districts (HR-R and HR-MU) were incorporated into Article IX, of the Land Use Ordinance (LUO), Zoning Districts and Zoning Map as a new Section 15-136.1, positioned directly after Section 15-136, Commercial Districts Established. As currently proposed the HR-MU-CZ has been added to the purpose statement of this section by reference. A new subsection (a1) has been added to Section 15-141.4, Conditional Zoning Districts, with a description of the new district and an explanation of the process by which a conditional district is established. If adopted, the HR-MU-CZ, would be the sole example of a district established only as a conditional district.

Notes: Per subsection 141.4(b) conditional districts may only be applied to property in response to a petition signed by all of the owners. The establishment of the HR-MU-CZ district allows a property owner to apply for a change of zoning to the new district but does not guarantee that an owner would come forward with such a request. If the rezoning process is perceived as burdensome, the use of a conditional district mechanism may limit its effectiveness as a planning tool to help implement the goals and recommendations of the *Mappings Our Community's Future* vision

2. Add language that would require eight properties identified for the mixed use district to be developed as part of one project.

The language in subsection 141.4(a1)(1) creates a minimum size requirement for any HR-MU-CZ district of five acres. The eight parcels identified for a possible mixed-use district vary in size from less than half an acre to more than three acres. The five-acre minimum would require any rezoning request to include at least two parcels; the density standards would regulate the maximum number of dwelling units within the district.

Notes: As currently written, the draft ordinance prevents each parcel from being rezoned as its own mixed-use district. It would not require all eight parcels to be developed as a single proposal, but there are other regulations that restrict the development potential of the district. For example, only three parcels have direct access to Rogers Road, and one of those properties is only touching the right-of-way in one corner. Natural constraints, particularly the existing drainways and associated stream buffers would also limit the extent of the developable area. The existing requirement in subsection 15-176.9(h) that developments in the HR-MU-CZ District include at least fifteen percent of residential and fifteen percent of nonresidential uses further restricts the design of potential projects and may lead to need to combine parcels to create a project that will meet the LUO.

3. Reduce the maximum size of a nonresidential building footprint in the mixed use district to less than a 6,000 square feet.

A minor revision to the language in the performance standards to the HR-MU-CZ changes the maximum size of any nonresidential building from a 6,000 square footprint to 6,000 gross square feet. This modification would allow a future nonresidential structure to be a one-story building with a 6000 footprint or a multi-story building with a smaller footprint. As a point of reference the Faith Tabernacle, Oasis of Love is has a building footprint of about 6,000 square feet.

4. Increase the size of the undistributed buffer along the perimeter of the eight properties identifies for the mixed use district from 30 feet to 50 feet.

The undistributed buffer, described in the supplementary regulations for the Historic Rogers Road MU-CZ district, Section 15-176.9(d) has been increased to 50 feet. Since this requirement

is intended to retain existing vegetative buffers, the minimum building setback requirement from the boundary line has been increased from 30 feet to 50 feet, in Section 15-184(a).

Notes: This increase was requested from residents in the Fox Meadows Subdivision to establish a greater separation from buildings and associated activities in the HR-MU-CZ District and the back of their properties. Currently, the greatest setback requirement from a boundary line is 20 feet. This requirement applies to the C, WR, RR, R-20, R-15, B-5 and WM-3 districts.

5. Require a conditional use permit for all uses.

The proposed uses for the new HR-MU-CZ district are shown in a new column in the Table of Permissible Uses, Section 15-146. If there is interest in having every use, including single-family homes, home occupations and major home occupations subject to a CUP, subsection 15-141.4(f) could be amended to read, "Notwithstanding the foregoing, all uses that are permissible in the B-4-CZ zoning district and HR-MU-CZ district shall require the issuance of a conditional use permit.

Notes: The Council may wish to consider allowing of some of less intensive uses, such as home occupations, with a zoning permit rather than a CUP. The original provisions from the district, struck from Section 15-147, used a methodology where the permit requirement was based on building size. There may be interest in considering a similar provision for the HR-MU-CZ district.

The proposed permissible use table provided as Exhibit A at the end of the draft ordinance lists the proposed uses for the HR-MU-CZ district. To facilitate a Council's consideration of permitting requirements in comparison with other districts, another version of the permissible use table is attached to this memo including four columns: the proposed uses and permitting requirements identified in the June 18th draft ordinance for the HR-R district and the HR-MU district, the HR-MU-CZ as currently proposed (in red font), and the RR district, the zoning classification for adjacent properties in Fox Meadow and Meadow Run subdivisions. The public hearing materials for rezonings typically include an analysis of the effect of the change in zoning with regard to an increase or decrease of uses. Please see the staff report from the June 18th agenda materials for more information (<https://carrboro.legistar.com/LegislationDetail.aspx?ID=3985247&GUID=0D716EA5-CFF5-455C-9A6F-72DA40A48F42&Options=&Search=>).

Other discussion topics.

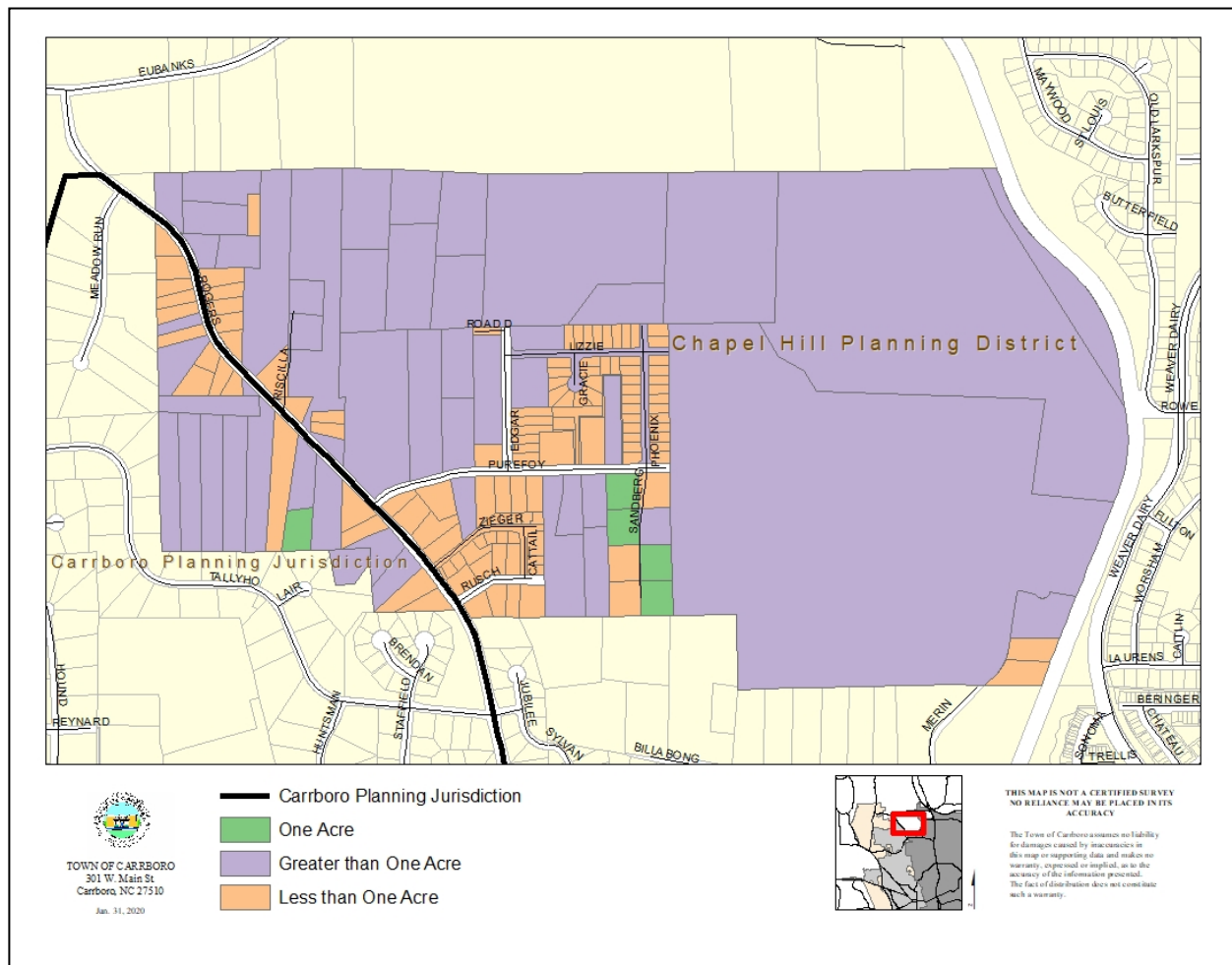
From time to time, during the public meetings to consider planning concepts for the Historic Rogers Road neighborhood, there was interest in a possible restaurant or coffee house. As currently written in the LUO, the use classification for restaurants, use 8.100, has a broad definition and includes bars and nightclubs. Since alcohol permits are handled by the ABC Board, a state agency, it is difficult to separate the bars and nightclubs from other types of eateries by ordinance. At the June 18th public hearing, staff had crafted language intended to target a small-scale café by limiting the hours of operation and hours of operation. Based on public input at the June meeting, staff has increased the size of an 8.100 use from 1,000 square feet to 2,000 square feet and the hours of operation from 6 am to 2 pm, to 6 am to 9 pm. The building dimensions are derived from the similar dimensions for buildings throughout the district.

Other topics that were discussed during the June 18th public hearing related to lot sizes and stormwater management. Existing requirements outlined in Article XVI, Flood Damage Prevention,

Stormwater Management, and Watershed Protection, Part II, Storm Water Management would apply, including Section 15-263, Management of Stormwater. Staff is researching possible language that could be included in the draft ordinance to address soil removal or mitigation for environmental contamination. The following table lists the number of lots in the Historic Rogers Road neighborhood by size. A map showing the location of the properties is provided below.

Number of Historic Rogers Road Properties – Categorized by Size and Jurisdiction

Jurisdiction	Less than one acre	One acre	Greater than one acre	~1 acre (.95-1.08)
Carrboro	16	0	13	4
Chapel Hill	107	3	39	5
Total	113	3	25	9



Map of Historic Rogers Road Neighborhood

Map of Proposed Rezoning from the June 18th Public Hearing, showing the eight lots identified as a possible mixed-use district in purple.

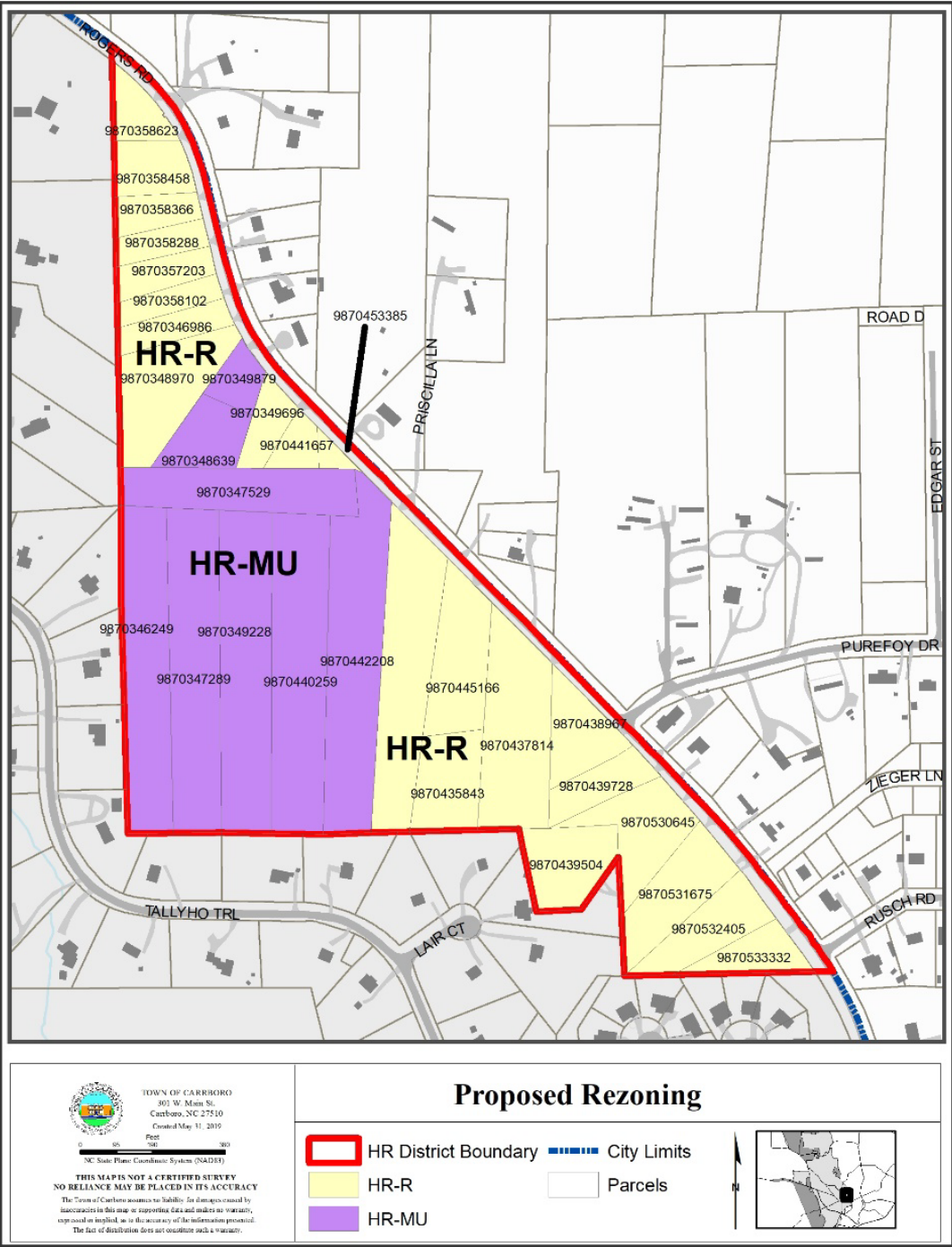


TABLE OF PERMISSIBLE USES

Last Amended: 2/5/2020

DESCRIPTION	HR-R	HR-MU	HR-MU-CZ	RR
1.000 Residential				
1.100 Single Family Residences				
1.110 Single Family Detached One Dwelling Unit Per Lot				
1.111 Site Built/Modular	Z	Z	Z	Z
1.112 Class A Mobile Home	Z	Z	Z	Z
1.113 Class B Mobile Home				
1.120 Single Family Detached More Than One Dwelling Unit Per Lot				
1.121 Site Built/Modular	*	*	*	*
1.122 Class A Mobile Home	*	*	*	*
1.123 Class B Mobile Home				
1.200 Two-Family Residences				
1.210 Two-Family Conversion	*	*	C	*
1.220 Primary Residence with Accessory Apartment	*	*	C	*
1.230 Duplex				*
1.231 Maximum 20% units > 3 bedrms/du	*	*	C	*
1.232 No bedroom limit				
1.240 Two Family Apartment				*
1.241 Maximum 20% units > 3 bedrms/du	*	*	C	*
1.242 No bedroom limit				
1.300 Multi-Family Residences				
1.310 Multi-Family Conversion				SC
1.320 Multi-Family Townhomes				SC
1.321 Maximum 20% units > 3 bedrms/du		*	C	SC
1.322 No bedroom limit				
1.330 Multi-Family Apartments				SC
1.331 Maximum 20% units > 3 bedrms/du				SC
1.332 No bedroom limit				
1.340 Single-Room Occupancy				
1.350 Triplex	Z	Z	C	
1.400 Group Homes				
1.410 Fraternities, Sororities, Dormitories and Similar Housing				C
1.420 Boarding Houses, Rooming Houses				S
1.430 Adult Care Home, Class A	Z	Z	C	Z
1.440 Adult Care Home, Class B	S	S	C	S
1.450 Child Care Home, Class A	Z	Z	C	Z
1.460 Child Care Home, Class B	S	S	C	S
1.470 Maternity Home	Z	Z	C	Z

TABLE OF PERMISSIBLE USES

Last Amended: 2/5/2020

DESCRIPTION	HR-R	HR-MU	HR-MU-CZ	RR
1.480 Nursing Care Home	Z	Z	C	Z
1.500 Temporary Residences				
1.510 Tourist Homes and other Temporary Residences				
Renting Rooms for Relatively Short Periods of Time				
1.600 Homes Emphasizing Services, Treatment or Supervision				
1.610 Temporary Homes for the Homeless				S
1.620 Overnight Shelters for Homeless				
1.630 Senior Citizen Residential Complex				
1.700				
1.800				
1.900 Home Occupation	Z	Z	Z	Z
1.910 Major Home Occupation	Z	Z	Z	
2.000 Sales and Rental of Goods, Merchandise and Equipment				
2.100 No Storage or Display of Goods Outside Fully Enclosed Building				
2.110 High-Volume Traffic Generation				
2.111 ABC Stores				
2.112 Specialty High Volume Retail				
2.120 Low-Volume Traffic Generation				
2.130 Wholesale Sales				
2.140 Drive-In Windows				
2.150 Retail Sales with Subordinate Manufacturing and Processing				
2.200 Display of Goods Outside Fully Enclosed Building				
2.210 High-Volume Traffic Generation				
2.220 Low-Volume Traffic Generation				
2.230 Wholesale Sales				
2.240 Drive-In Windows				
2.300 Storage of goods outside fully enclosed building				
2.310 High-volume traffic generation				
2.320 Low-volume traffic				
2.330 Wholesale Sales				

TABLE OF PERMISSIBLE USES

Last Amended: 2/5/2020

DESCRIPTION	HR-R	HR-MU	HR-MU-CZ	RR
2.340 Drive-in Windows				
3.000 Office, Clerical, Research and Services Not Primarily Related to Goods or Merchandise				
3.100 All operations conducted entirely Within Fully Enclosed Building				
3.110 Operations designed to attract and serve customers or clients on the premises, such as the office of attorneys, physicians, other professions, insurance and stock brokers, travel agents, government office buildings, etc.		ZC	C	
3.120 Operations designed to attract little or no customer or client traffic other than employees of the entity operating the principal use		ZC	C	
3.130 Office or clinics of physicians or dentists with not more than 10,000 square feet of gross floor area		ZC	C	
3.140 Watershed research				
3.150 Copy Centers/Printing Operations		ZC	C	
3.200 Operations conducted within or outside fully enclosed buildings				
3.210 Operations designed to affect and serve customers or clients on the premises				
3.220 Operations designed to attract little or no customer or client traffic other than employees of the entity operating the principal use				
3.230 Banks with drive-in window				
3.240 Watershed research				
3.250 Automatic Teller Machine, Freestanding				
3.260 Social Service Provider with Dining				Z
4.000 Manufacturing, Processing, Creating, Repairing, Renovating, Painting, Cleaning, Assembling of Goods,				

TABLE OF PERMISSIBLE USES

Last Amended: 2/5/2020

DESCRIPTION	HR-R	HR-MU	HR-MU-CZ	RR
Merchandise and Equipment				
4.100 All operations conducted entirely within fully enclosed buildings		C	C	
4.200 Operations conducted within or outside fully enclosed buildings				
5.000 Educational, Cultural, Religious, Philanthropic, Social, Fraternal Uses				
5.100 Schools				
5.110 Elementary and secondary (including associated grounds and athletic and other facilities)	C	C	C	C
5.120 Trade or vocational school				
5.130 College				C
5.200 Churches, synagogues and temples (including associated residential structures for religious personnel and associated buildings but not including elementary school buildings) school or secondary	ZS	ZS	C	ZS
5.300 Libraries, museums, art galleries, art centers and similar uses (including associated educational and instructional activities)				
5.310 Located within a building designed and previously occupied as a residence or within a building having a gross floor area not in excess of 3,500 square feet				S
5.320 Located within any permissible structures				
5.400 Social, fraternal clubs and lodges, union halls, and similar uses				
6.000 Recreation, Amusement, Entertainment				
6.100 Activity conducted entirely within building or substantial structure				
6.110 Bowling alley, skating rinks, indoor tennis and squash courts, billiards and pool halls, indoor athletic and exercise facilities and similar uses.				
6.120 Movie Theaters				
6.121 Seating capacity of				

TABLE OF PERMISSIBLE USES

Last Amended: 2/5/2020

DESCRIPTION	HR- R	HR- MU	HR MU CZ	RR
not more than 300				
6.122 Unlimited Seating Capacity				
6.130 Coliseums, stadiums, and all other facilities listed in the 6.100 classification designed to seat or accommodate simultaneously more than 1000 people				
6.140 Community Center--a Town sponsored, non-profit indoor facility providing for one or several of various type of recreational uses. Facilities in a Community Center may include, but are not limited to gymnasias, swimming pools, indoor court areas, meeting/activity rooms, and other similar uses				Z
6.150 Electronic Gaming Operations				
6.200 Activity conducted primarily outside enclosed buildings or structures.				
6.210 Outdoor recreational facilities developed on private lands, without Town sponsorship or investment, such as golf and country clubs, swimming or tennis clubs, etc. and not constructed pursuant to a permit authorizing the construction of a residential development.				S
6.220 Outdoor recreational facilities developed on public lands, or on private lands with swimming pools, parks, etc., not constructed pursuant to a permit authorizing the construction of another use such as a school				
6.221 Town of Carrboro owned and operated facilities.				Z
6.222 Facilities owned and operated by public entities other than the Town of Carrboro				C
6.230 Golf driving ranges not accessory to golf course, par 3 golf courses, miniature golf course, skateboard parks,				

TABLE OF PERMISSIBLE USES

Last Amended: 2/5/2020

DESCRIPTION	HR-R	HR-MU	HR-MU-CZ	RR
water slides, and similar uses.				
6.240 Horseback riding stables (not constructed pursuant to permit authorizing residential development)				S
6.250 Automobile and motorcycle racing tracks				
6.260 Drive-in Movie Theaters				
7.000 Institutional Residence or Care of Confinement Facilities				
7.100 Hospitals, clinics, other medical (including mental health) treatment facilities in excess of 10,000 square feet of floor area				
7.200 Nursing care institutions, intermediate care institutions, handicapped, aged or infirm institutions,				
child care institutions				C
7.300 Institutions (other than halfway houses) where mentally ill persons are confined				
7.400 Penal and Correctional Facilities				
8.000 Restaurants (including food delivery services), Bars, Night Clubs				
8.100 Restaurant with none of the features listed in use classification below as its primary activity		Z	C	
8.200 Outside Service or Consumption				
8.300 Drive-in (service to and consumption in vehicle on premises)				
8.400 Drive Through Windows (service directly to vehicles primarily for off-premises consumption)				
8.500 Carry Out Service (food picked up inside of off-premises consumption)				
8.600 Food Delivery				
8.700 Mobile prepared food vendors				
9.000 Motor Vehicle-Related Sales and Service Operations				
9.100 Motor vehicle sales or rental of sales and service				
9.200 Automobile service stations				
9.300 Gas sales operations				
9.400 Automobile repair shop or body shop				
9.500 Car wash				
10.000 Storage and Parking				
10.100 Independent automobile parking lots or garages				

TABLE OF PERMISSIBLE USES

Last Amended: 2/5/2020

DESCRIPTION	HR-R	HR-MU	HR-MU-CZ	RR
10.200 Storage of goods not related to sale or uses of those goods on the same lot where they are stored				
10.210 All storage within completely enclosed structures				
10.220 Storage inside or outside completely enclosed structures				
10.300 Parking of vehicles or storage of equipment outside enclosed structures where: (i) vehicles or equipment are owned and used by the person making use of the lot, and (ii) parking or storage is more than a minor and incidental part of the overall use made of the lot				
11.000 Scrap Materials Salvage Yards, Junkyards, Automobile Graveyards				
12.000 Services and Enterprises Related to Animals				
12.100 Veterinarian				S
12.200 Kennel				S
13.000 Emergency Services				
13.100 Police Stations				Z
13.200 Fire Stations				Z
13.300 Rescue Squad, Ambulance Service				Z
13.400 Civil Defense Operation				Z
14.000 Agricultural, Silvicultural, Mining, Quarrying Operations				
14.100 Agricultural operations, farming				
14.110 Excluding livestock				Z
14.120 Including livestock				Z
14.200 Silvicultural operations				Z
14.300 Mining or quarrying operations, including on-site sales of products				
14.400 Reclamation landfill				Z
15.000 Miscellaneous Public and Semi-Public Facilities				
15.100 Post Office				
15.200 Airport				C
15.300 Sanitary landfill				C
15.400 Military reserve, National Guard centers				
15.500 Recycling materials collection operations				
15.510 Using collection facilities other than motor vehicles				
15.520 Aluminum recycling using motor vehicles				

TABLE OF PERMISSIBLE USES

Last Amended: 2/5/2020

DESCRIPTION	HR- R	HR- MU	HR MU CZ	RR
15.600 Public utility service complex				
15.700 Cable Television Signal Distribution Center				
15.750 Data Service Provider Facility				
15.800 Town-owned and/or Operated Facilities and Services				
15.810 Town-owned and/or Operated Public Parking Lot				
15.820 All other town-owned and/or operated facilities and services				Z
16.000 Dry Cleaner, Laundromat				
16.100 With drive-in windows				
16.200 Without drive-in windows				
17.000 Utility Facilities				
17.100 Neighborhood				S
17.200 Community or regional				
17.300 Cable Television Satellite Station				S
17.400 Underground Utility Lines				
17.410 Electric Power Lines & Gas Lines				S
17.420 Other Underground Lines				Z
17.500 Solar Array				
17.501 Solar Array Facility, Level 1				Z
17.502 Solar Array Facility, Level 2				S
17.503 Solar Array Facility, Level 3				C
18.000 Towers and Related Structures				
18.100 Towers and antennas fifty feet tall or less	Z	Z	C	Z
18.200 Towers and antennas attached thereto that exceed 50 feet in height, and that are not regarded as accessory to residential users under 15-150(c)(5)				C
18.300 Antennas exceeding 50 feet in height attached to structures other than towers, [other than accessory uses under 15-150(c)(5)]				S
18.400 Publicly-owned towers and antennas of all sizes that are used in the provision of public safety services				
19.000 Open Air Markets and Horticultural Sales				
19.100 Open air markets (farm and craft markets, flea markets, produce markets)				
19.200 Horticultural sales with outdoor display				
19.300 Seasonal Christmas or pumpkin sales				
20.000 Funeral Homes				

TABLE OF PERMISSIBLE USES

Last Amended: 2/5/2020

DESCRIPTION	HR-R	HR-MU	HR-MU-CZ	RR
21.000 Cemetery and Crematorium				
21.100 Town-owned cemetery				Z
21.200 All other cemeteries				S
21.300 Crematorium				
22.000 Day Care				
22.100 Child Day Care Home	Z	Z	C	Z
22.200 Child Day Care Facility	S	S	C	S
22.300 Senior Citizens Day Care, Class A	S	S	C	S
22.400 Senior Citizens Day Care, Class B	S	S	C	S
23.000 Temporary structure or parking lots used in connection with the construction of a permanent building or for some non-recurring purpose				
23.100 Temporary structures located on same lot as activity generating need for structure	Z	Z	C	Z
23.200 Temporary parking facilities located on or off-site of activity generating need for parking				
24.000 Bus Station				
25.000 Commercial Greenhouse Operations				
25.100 No on-premises sales				S
25.200 On-premises sales permitted				S
26.000 Subdivisions				
26.100 Major	SC	SC	C	SC
26.200 Minor	Z	Z	C	Z
27.000 Combination Uses	*	*	C	*
28.000 Planned Unit Developments				
29.000 Special Events	C	C	C	C
30.000 Planned Industrial Development				
31.000 Off-Premises Signs				
32.000 Village Mixed Use Development				
33.000 Office/Assembly Planned Development				
34.000 Temporary Lodging				
34.100 Hotels and Motels				
34.200 Bed and Breakfast	S	S	C	S



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-114

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Update on Roberts Street Improvement Options

PURPOSE: The purpose of this item is to provide the Council with an update on the status of potential improvements to Roberts Street and seek a resolution to hold a neighborhood meeting for Roberts Street residents.

DEPARTMENT: Public Works

CONTACT INFORMATION: Ben Schmadeke, 919-918-7424, bschmadeke@townofcarrboro.org
<<mailto:bschmadeke@townofcarrboro.org>>; Joe Guckavan, 919-918-7427, jguckavan@townofcarrboro.org
<<mailto:jguckavan@townofcarrboro.org>>

INFORMATION: Roberts Street has unique access and maintenance issues due to the 15% grade at the entrance and the gravel surface. Public Works has previously attempted to make improvements to the roadway which have not completely solved the existing problems. Full improvements up the hill to the first driveway are recommended to correct maintenance issues and ensure emergency and solid waste vehicle access. Town Staff have received a preliminary design and cost estimates from the Town Engineer for the Roberts Street improvements.

FISCAL & STAFF IMPACT: The preliminary engineering work completed to date estimates that Town supported improvements up to the first driveway and the "T" Turn-Around will be \$144,300.00. The Town has incurred \$7,946.00 in engineering fees to date for surveying and preliminary design work. Current policy would require the costs for paving the remainder of the street (currently estimated at \$68,200.00) to be shared (50/50) between the Town and residents. There will be staff impact associated with project management.

RECOMMENDATION: It is recommended that the Council approve the attached resolution.

Attachment A

A RESOLUTION FOR UNDERTAKING ROADWAY IMPROVEMENTS ON ROBERTS STREET

WHEREAS, the Town Council has previously discussed Roberts Street and Carrboro unpaved streets at the February 12, 2019 Town Council meeting and has interest in receiving updates related to the improvement of roadway conditions on Roberts Street; and

WHEREAS, Town Staff have received a preliminary design for roadway improvements on Roberts Street and have proposed to undertake a portion of the improvements; which are necessary for stormwater management, roadway maintenance, and public service and emergency vehicles accessibility. These improvements include asphalt pavement with curb and gutter up to the first driveway at the top of the hill; and

WHEREAS, staff propose offering Roberts Street residents the option to pave the remainder of Roberts Street as a cost share option in accordance with the 2009 Carrboro Street Assessment Policy; and

WHEREAS, Town Staff propose holding a neighborhood meeting with the Roberts Street residents to discuss the project and cost sharing option

NOW, THEREFORE, BE IT RESOLVED by the Carrboro Town Council that the Council receive the staff update and direct staff to hold a neighborhood meeting and bring back an updated capital project ordinance for final approval.

This the 11th day of February in 2020.



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:19-382

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Transportation Projects Update

PURPOSE: The purpose of this agenda item is to provide the Town Council with an update on the status of ongoing transportation projects around town.

DEPARTMENT: Planning

CONTACT INFORMATION: Zachary Hallock, 919-918-7329, zhallock@townofcarrboro.org
<<mailto:zhallock@townofcarrboro.org>>

INFORMATION:

The Board of Aldermen last received a transportation projects update on June 4, 2019. More information can be found at:

<https://carrboro.legistar.com/LegislationDetail.aspx?ID=3969856&GUID=C3056B04-B74B-4ED8-BD77-90F94774191D&Options=&Search>

The Transportation Projects Memo can be found as Attachment A.

FISCAL & STAFF IMPACT: There is no impact associated with receiving the report.

RECOMMENDATION: Staff recommends the Town Council receive the update and provide comments as desired.



TOWN OF CARRBORO
NORTH CAROLINA

TRANSMITTAL

PLANNING DEPARTMENT

DELIVERED VIA: ☐ *HAND* ☐ *MAIL* ☐ *FAX* ☒ *EMAIL*

To: David Andrews, Town Manager
Mayor and Town Council

From: Zachary Hallock, Transportation Planner

Date: February 11, 2020

Subject: Update on Transportation Projects

Summary

This document is intended to update the Town Council on the status of a number of active transportation projects. The last update was provided on June 4, 2019. A link to the previous agenda item can be found at <https://carrboro.legistar.com/LegislationDetail.aspx?ID=3969856&GUID=C3056B04-B74B-4ED8-BD77-90F94774191D&Options=&Search=>

Projects are largely organized in the following manner: NCDOT Projects, Town Projects, Bicycle Projects and Planning, Development Projects, Pedestrian Safety Projects, and Transit Projects.

NCDOT Projects

Estes Drive/North Greensboro Street Roundabout Project (U-5846)

Construction on the intersection improvement project began in August 2019 and is expected to be completed in September 2021. Town staff have established a communication channel between NCDOT, Carrboro Public Works, and Carrboro Planning and correspond with NCDOT at regular intervals for project updates that are then posted to the Town website. Staff have also facilitated responses to resident questions as needed. Some issues have been identified with the proximity of the bus stops along N Greensboro Street adjacent to the construction and Town staff are in communication with Chapel Hill Transit to adjust these locations to ensure these stops have appropriate access both during and after construction.

Merritt Mill/Franklin/E Main/Brewer intersection project (U-5847)

In 2018, the Board received information relating to the updated design for proposed improvements to the Merritt Mill/Franklin/E Main/Brewer intersection which focused on modifications enhance to bicycle and pedestrian safety rather than vehicular capacity. NCDOT funded and managed the project, which was largely completed in the fall of 2019. Final pavement markings will be installed as part of the NCDOT's resurfacing project for West Franklin and East Main streets, anticipated to occur during the summer of 2020. In the interim, staff continues to work with NCDOT and the Town of Chapel Hill to consider minor modifications to the intersection (such as changes to pavement markings, signal timing, or signage) as may be needed while travelers become familiar with the new traffic patterns.

NC MOVES 2050 – NCDOT Strategic Long-range Transportation Plan

Since 2018, NCDOT has been conducting a long range, statewide transportation plan to better guide North Carolina's transportation policy and investment to 2050 and beyond. The public input process has now entered into its final phase. Links to the project website and third survey may be found below. The deadline to participate in the survey is February 14, 2020.

Project Website: <https://www.ncmoves.gov>

3rd Public Survey: <https://www.publicinput.com/ncmoves>

NC 54 West – Corridor Study and TIP Projects

In 2018, the DCHC MPO contracted with VHB to conduct a corridor study along NC 54 West from Old Fayetteville Road in Carrboro to I-40 in Graham. The purpose of the study was to determine the appropriate cross-section for future road improvement projects along the corridor that could then be submitted as part of the SPOT prioritization process for state and federal funding. The corridor study process included a review of transportation infrastructure, travel demand, traffic operations, safety, environmental concerns, local plans, and public input along the corridor. (Information on the study may be found at <http://www.nc54west.com/>.) VHB presented its finding to the Board of Aldermen on October 5, 2018 and on October 4, 2019 and to the DCHC MPO Board on November 13, 2019. Staff is in the process of scheduling a meeting with the its partners, the DCHC MPO, Orange County, and TARPO to develop a shared vision for the corridor that could be used to define future transportation projects. An update on SPOT 6.0 project submittals was provided to Town Council on January 14th.

NC 54 Bike/Ped Safety Study: Old Fayetteville Road to Manning Drive (Chapel Hill)

In January 2018, the Carrboro Planning and Police departments sent a letter to NCDOT in support of a request from Chapel Hill to conduct a corridor on NC 54, between Old Fayetteville Road and Columbia Street with a focus on bicycle and pedestrian safety, in particular with regards to transit access. VHB Engineering was contracted by NCDOT to perform data collection and safety analysis for this corridor, which runs from Old Fayetteville Road in Carrboro to Manning Drive in Chapel Hill. A kick-off meeting was held in January of 2019

which included an overview of the project corridor, and an initial site visit by the project team. During the spring VHB developed the existing conditions assessment and presented that information to the project team. A survey was distributed to gather feedback from people who travel regularly along the corridor to help identify what the biggest issues were. The project team met again in July 2019 to review preliminary project recommendations and coordination between this project and the bike plan update. VHB has finished compiling the project recommendations for crossing improvements and held a public meeting at Franklin Porter Graham Elementary School in November 2019. Staff anticipates scheduling a presentation on the study, its findings and recommendations for improvements along the corridor and at specific crossings in the spring. Staff is working with the DCHC MPO staff and NCDOT to determine if an approval or adoption of the study would meet the criteria of an adopted plan for the purposes of the NCDOT's updated complete streets policy, with regard to NCDOT funding of projects. Staff is also looking at the possibility of funding crossing improvements through the North Carolina Highway Safety Improvement Program (HSIP).

Town Projects

Bike Loop Detectors (U-4726-DF)

The Town has advertised the bike loop detector project (the installation of bike loop detectors at North Greensboro at Weaver and Main and Main at Roberson and at the intersection of Poplar at NC 54) twice, first in October 2017 and again in July 2019, without receiving any bids. Staff is working with NCDOT to determine if there may be other ways to move forward with the project, such as an add-on to the resurfacing project for East Main Street, or if the installation could be performed by NCDOT's traffic engineering division.

Homestead Road-Chapel Hill High School Multi-Use Path (U-4726-DE)

Staff worked with the Construction, Engineering and Inspection (CEI) firm and NCDOT to finalize a punch list and has begun the administrative process of reviewing the project documentation as part of project closeout. A sidewalk from Claremont South to the multi-use path has been installed. A 10' wide bike path linking the multi-use path to Claremont South is also in the works and once completed will provide a direct connection to residents living along the south side of Homestead Road in Claremont South and neighboring residential subdivisions, such as Wexford, Williams Woods, Cates Farm, and heading toward downtown Carrboro.

Morgan Creek Greenway (EL-4828A)

Phase 1 of the Morgan Creek Greenway was advertised in June 2019 and re-advertised in August 2019. Two bids came in higher than expected and, per NCDOT procedures, bids are not acceptable if higher than 10-percent above the Engineer's estimate. Staff is working with the Town Engineer to make some minor adjustments to the scope of the project and to search for additional funding. The DCHC MPO staff worked diligently to allocate funds to projects ready to move forward during the summer/fall of 2018 when there was an expectation of federal recession. All of the federal funds programmed for the Morgan Creek Greenway have been secured and are available for the project. Staff anticipates rebidding in the spring/summer of this

year. The Town has selected a firm for Construction, Engineering and Inspection (CEI) services and will begin the process of working with the firm to develop a scope of services for NCDOT's formal audit once the plan revisions are completed. The project consists of an approximately half-mile paved multi-use path beginning at the cul-de-sac at Abby Lane, extending to the Smith Level Road Bridge, running under the bridge to connect with a future multi-use path in Chapel Hill, and beginning again, along the south side of Morgan Creek to a turnabout point before the soccer field at the Berryhill Subdivision. Staff will reach out to surrounding property owners, particularly residents of Berryhill Subdivision and the Canterbury Townhomes, again, once there is a better sense of the schedule for moving forward.

Jones Creek Greenway (C-5181)

Advertisement for engineering services, selection of Wetherhill Engineering, and approval of the firm & cost estimate by NCDOT was completed in the fall of 2018. The contract was executed before the end of 2018 and a project kickoff meeting was held on 1/30/19. During this kickoff the public input process was established to include open house input sessions at 15%, 30%, and 60% design. During the week of 3/4/19, planning staff facilitated an internal staff discussion with the police department and school district to discuss issues related to greenway safety. The 30% design review was held on 5/20/19 and since then, staff have been working to coordinate with ITRE (Institute of Transportation Research and Education) to consider a continuous bike-ped counter (similar equipment is currently located along the Libba Cotten and Old NC 86) to be located along this greenway segment.

Estes Drive Corridor Study and Bike/Ped Improvements (EB-5886)

Town staff is working with NCDOT and the Town of Chapel Hill to determine the project scope for bike/ped improvements along this corridor. The project has been split into separate projects (A & B) to allow each Town to execute a municipal agreement with NCDOT directly as it, provides more flexibility with regard to scheduling. The Town has received Orange County Transit funds to apply toward a corridor study and associated design work to help inform the cross section of the western portion of the Estes Drive corridor for a seamless connection with the future roundabout at North Greensboro Street and sensitive design within the tight right-of-way between North Greensboro Street and the Wilson Park Multi-use Path. It is anticipated that design and right-of-way acquisition would be managed by the towns and construction managed by NCDOT. With NCDOT's recent suspension of locally administered projects, it is likely that this projects will be delayed.

South Greensboro Street Sidewalk (C-5650)

The Town has received the municipal agreement from NCDOT in the summer of 2018 and subsequently in 2019, received approval to negotiate a contract with Ramey Kemp Associates (RKA) for engineering services to prepare the project design. Survey work is anticipated to begin in March. In addition to the sidewalk design, staff are working with RKA to refine a scope of work for a capacity analysis and possible restriping plan for the section of South Greensboro Street from the roundabout (at Two Hills Dr) to the Smith Level Road bridge to provide bike

lanes. If approved, by NCDOT, the restriping design would be implemented as part of the NCDOT resurfacing for that road which is currently schedule to occur in 2021.

West Main Street Sidewalk

As part of the development of the 2012 Durham and Orange county transit plans, the Town submitted a capital project request for funding to construct a sidewalk along West Main Street between Fidelity Street and Poplar Street. Staff requested delaying the funds for the Main Street project to a later fiscal year in order to receive funds for the South Greensboro Street sidewalk in an earlier fiscal year. A schedule for moving forward with the West Main Street project has not yet been determined.

Barnes Street Sidewalk (EB-5890) & Jones Ferry Road Sidewalk (EB-5880)

The Barnes Street and Jones Ferry Road sidewalk projects are programmed for funding in the 2019-2029 STIP. Staff has requested that the start date of these two projects begin in FY 2022, anticipating a schedule of design in FY 2022, ROW acquisition FY 2023 and construction FY 2024. The proximity of the two projects offers an opportunity to seek one contractor to construct both projects if such an arrangement provides an economy of scale benefit.

East Main Street Restriping Proposal

The timing of NCDOT's resurfacing of East Main Street provides an opportunity to assess the available capacity and determine the feasibility of restriping the pavement to provide bicycle lanes through downtown. The engineering firm Stantec was selected in the fall of 2018 to develop traffic forecasts, operations analysis, and restriping plans. Stantec completed the traffic forecast and operational analysis for East Main Street which Town staff and NCDOT have reviewed. NCDOT Division 7 has requested to see a preliminary striping plan as part of its assessment of the feasibility of the project. Subject to NCDOT's review, staff will begin to schedule public outreach with local businesses and residents. Updates and opportunities for public engagement will be provided when appropriate. Chapel Hill is also beginning an operational assessment process for a restriping proposal for West Franklin Street. Carrboro staff are participating in that process, as well, to ensure the two designs are properly coordinated.

Jones Ferry Road – Protected Bike Lanes (Possible Pilot Program)

Town staff have been working with NCDOT Division 7 and Division Bike/Ped Transportation to identify potential treatments for protected bike lanes on Jones Ferry Road, an interest identified as part of the Spot Safety Improvement Project for the corridor. To date, discussions with Public Works and NCDOT have focused on concerns over cost, maintenance, snow clearance, and transit operations. Based on feedback received from NCDOT during the Bike Plan Update, staff have currently identified a set of potential treatments which could be used as different test areas along the corridor. Town Staff met again with NCDOT Division 7 and Bike Ped on January 27th to finalize test zones along the corridor as part of a pilot project. This pilot is expected to last at least one year and will include data collection of vehicle volumes, speeds, and bicycle volumes (before, during, and after the pilot); public input sessions; and survey to gauge public perceptions

of safety and preferred treatment. A start date is pending following completion of these steps and development and cost estimates.

Bicycle Projects and Planning

Bicycle Transportation Plan Update

In the summer of 2018 town staff reviewed and executed the grant agreement with NCDOT to receive funding for the Bike Plan update. An RFP was finalized in early September then planning and finance staff advertised the proposal. Three proposals were received in November and staff worked together to review them and in December 2018 selected Alta Planning and Design to conduct the plan update. Eight months, four steering committee meetings, over five hundred survey responses, and a dozen targeted public input sessions later the preliminary draft plan was ready for town staff review in August of 2019. Town staff reviewed and provided comments back to Alta and made some adjustments to the draft plan prior to presentation to the Board of Aldermen at their November 19th meeting. Based on the feedback received from the Board and from Advisory Board staff worked to compile a final list of comments to submit to Alta. The final draft of the plan, with priority project cut-sheets and estimates is currently under development for public review and comment. Staff expect to present a request to set public hearing for the adoption of the plan in the near future.

Bicycle Friendly Communities Application

In November 2019, the League of American Cyclists re-certified the Town of Carrboro as a Silver-level Bicycle Friendly Community. Staff are reviewing the scorecard and will work with the league to better understand the specifics of what might help us achieve Gold status.

Bike Share

In October of 2018 staff from Carrboro, Chapel Hill and UNC discussed the preliminary steps associated with developing a bikeshare system to better serve both the Towns and the University. An update was provided to the Board of Aldermen on 2/2/2019, materials from this agenda item can be found at:

<https://carrboro.legistar.com/LegislationDetail.aspx?ID=3851751&GUID=7B467DB8-085A-4ACE-9F56-E0DCFE4CF395&Options=&Search>

In the summer of 2019, Gotcha, the current bikeshare service provider for UNC, expressed interest in developing a pilot program to expand their services to the Towns of Carrboro and Chapel Hill. The anticipated duration of the pilot program is about 1 year. Gotcha would be providing equipment (E-bikes) and transaction services (smartphone application payment system and cash loadable RFID cards) at no cost to the Town. Gotcha's revenues are derived from user fees in the form of monthly plans, user fees, and advertisements (to be placed on the bikes). In December 2019 and January 2020 staff from Carrboro, Chapel Hill, and UNC met to discuss the specifics of what a joint pilot project between the three entities would look like. Staff is in the process of reviewing the Town Code to identify possible amendments that would be needed to enable and regulate the use of the proposed E-Bikes and the Shared Active Transportation

System service provider. Staff anticipates bringing a separate item to the Council at a future meeting to discuss a possible bike share program and seek Council direction.

Pathway Drive Bike Boulevard

Since the Board last received an update on this project (November 21, 2017), staff has been working with the Town Engineer to develop a series of conceptual designs (typical sections) which could be used to seek public input. These ‘typicals’ represent simple landscaped bump-outs, chokers, and chicanes which will serve to calm traffic along Pathway Drive. In addition, sharrows would be added along the length of the street to better indicate that bicycle traffic should utilize the full travel lane. This option allows for the conversion of the existing cross sections (which includes bike lanes) to include elements of a bike boulevard; overall automobile speeds should be slower but would allow on-street parking to occur in some locations due to the new bump-outs and chokers. Town engineer has developed conceptual level typical sections of potential traffic calming measures to use along the corridor. These could be chicanes, bulb outs, or curb extensions all of which would also provide opportunities for stormwater improvements as well. There has been no change on this item from the previous report.

Cobblestone Colfax Connector

The existing 5-foot wide sidewalk between the cul-de-sacs on Colfax Drive and Cobblestone Drive creates a bike/ped connection between the cul-de-sacs on Cobblestone Drive and Colfax Drive. Based on the surrounding network of bike/ped connections (the cut through from Colfax Drive to Claremont Drive, the newly opened Homestead Road-Chapel Hill High School Multi-Use Path and Cobblestone Drive Traffic Calming) upgrading the sidewalk to a wider multi-use path could serve to create a Bike Boulevard route from Hillsborough Road to Homestead Road. Town staff reached out to residents for comment on the idea of widening the path in September 2018, and initial survey work was conducted thereafter to determine how wide a potential path could be made as well as other details. Feedback received from the Transportation Advisory Board in the summer of 2019 indicated that this is a low priority project when compared against other pedestrian safety projects in Town. There has been no change on this item from the previous report.

Cobblestone Drive

This project began in May of 2018 when the completed petition for the Cobblestone Drive area of influence was received by staff. Data collection for this traffic calming request was collected in November of 2018. The Board of Aldermen received report on the traffic calming analysis for this project during their March 9th, 2019 meeting; more details of that meeting can be found at: <https://carrboro.legistar.com/LegislationDetail.aspx?ID=3891420&GUID=3DB04ADB-8A38-4CEC-8589-5B2B505EDC9F&Options=&Search=&FullText=1>. The culmination of the Cobblestone Drive project was the Board’s approval of the proposed design at their November 19th, 2019 meeting (see <https://carrboro.legistar.com/LegislationDetail.aspx?ID=4225139&GUID=FDDF12E1-F8DF-4F9A-954E-C4C03E06F50E&Options=&Search=&FullText=1>). Based on comments received, it was decided to install three asphalt speed tables along the length of Cobblestone Drive. They were installed

during the week of January 6. Work remains to be done in order to correct the locations of the shared lane markings currently in place.

Development Projects

Lloyd Farm/Plantation Acres

With the approval of the Lloyd Farm Phase 1 Conditional Use Permit, Town staff are working to schedule a neighborhood meeting with residents of the Plantation Acres area to discuss their observations, the types of traffic calming they would prefer, and the desired directionality of the potential Carol Street closure. More information will be provided once a meeting time and location has been determine, staff will contact the neighborhood residents directly.

Pedestrian Safety Projects

Locations Based on Citizen & TAB Requests

In July 2018, Town staff held a meeting with NCDOT representatives regarding the bike/ped safety requests, with a particular focus on crossings along Homestead Road by Claremont and multiple locations along North Greensboro Street. NCDOT identified possible infrastructure improvements such as signage and lighting for short-term enhancements as longer-term items such as lane modifications that would require analysis. Over the spring of 2019, staff developed a comprehensive listing of identified locations where safety concerns have been commented on by citizens, the TAB, or from staff observations and compiled associated data. In the summer, staff worked with the Transportation Advisory Board to incorporate their input as to how best prioritize the large number of projects currently being investigated. This prioritization will also include previously collected data: Bike/Ped Crashes, Vehicular Counts, Bike/Ped Counts and Preliminary Cost Estimates. Staff met with NCDOT Division 7 in January 2020 for a courtesy review and preliminary approval of locations for the improvements, which would need encroachment agreements for the Town to make improvements on an NCDOT maintained facility. Based on the feedback received, the following improvements are being considered for additional design work and data collection to support an encroachment agreement with NCDOT for the Town to install.

- W Main St @ Hillsborough Rd: RRFB or Traffic Signal and Pedestrian Median Island
- Hillsborough Rd @ James St: RRFB or Traffic Signal
- N Greensboro St @ Shelton St: RRFB or Traffic Signal
- N Greensboro St @ Pine St: High-visibility crosswalk markings and signage
- W Main St @ W Weaver Street: Bike Boxes, Bike Loop Detectors, Bike Lane Intersection Markings, Curb Radii revisions, and Pedestrian Signals (where needed)

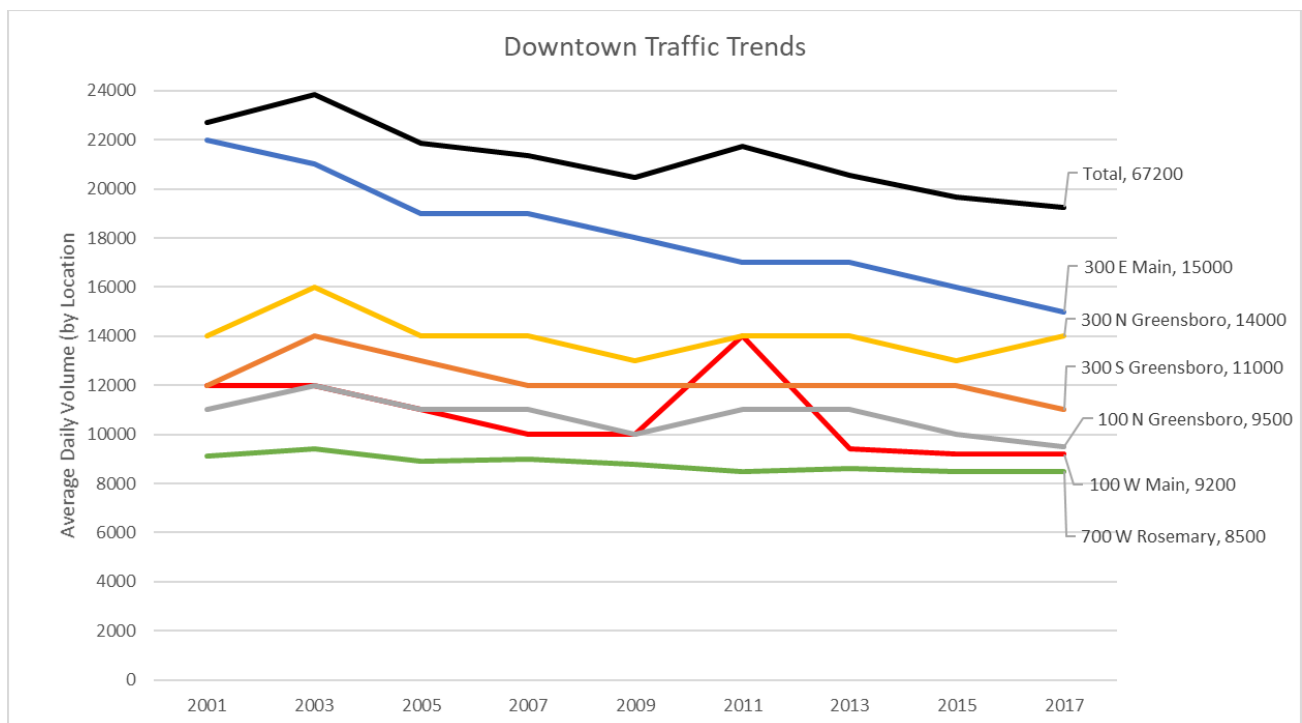
Downtown Safety Improvements

In 2018, staff met with NCDOT staff to discuss the concept of a slow zone in the downtown area using a combination of signage and infrastructure improvements that would provide cues to drivers to slow down. Additional signage developed as part of the Wayfinding project should dovetail nicely into the slow zone concept. In 2019, the Transportation Advisory Board

continued working to develop a Downtown Slow Zone policy, which would outline the aspirational vision of enhancing the downtown experience, particularly bike-ped safety. Staff have been informed that the State Traffic Engineer will no longer approve speed limits lower than 25 MPH on state maintained facilities due to the difficulties with enforcement. Staff is examining implementation of other elements of the slow zone policy which will enhance pedestrian safety and reduce vehicle speeds in Downtown (and elsewhere in Carrboro). These include Leading Pedestrian Interval (LPI), the East Main Street Restriping Proposal, Pedestrian Safety Projects (mentioned above). Additionally, implementing No Right Turn on Red (RTorR) can be investigated but is a more detailed procedure which will require approval from the State Traffic Engineer; this is the process which Chapel Hill recently completed.

[NEW] Downtown Traffic Volume Trends

In the past, the Board of Aldermen received updates on traffic volume counts and traffic operations within the downtown area. As an alternative to a detailed traffic analysis, a review of the historic trends in available Annual Average Daily Traffic (AADT) as collected by NCDOT can be an efficient way to gain useful insights. The table below displays the AADT volumes collected between 2001 and 2017 for locations at: 100 W Main St, 300 E Main St, 300 N Greensboro St, 100 N Greensboro St, 300 S Greensboro St, 700 W Rosemary St, and an aggregate total volume. While the majority of locations have seen flat or mild fluctuations in AADT, the 300 E Main Street location has consistently trended downwards during this period. This observation, in conjunction with the desire to enhance bicycle facilities in downtown and reduce vehicle speeds, is what lead to the decision to conduct the operational analysis for the East Main Street Restriping Proposal (described above).



Safe Routes to School Implementation Committee

In 2018, staff began reviewing the existing make-up of the SRTS committee and developed an updated description based on comments received from the Board of Aldermen. This was further refined in the spring of 2019, based on input from the Active Routes to School Regional Coordinator and the Town Attorney. Based on these changes, staff prepared LUO and Town Code amendments to restructure the committee as a subcommittee of the Transportation Advisory Board, and provide voting rights to students participating on the committee. As currently drafted, the restructured SRTS Implementation Committee would meet quarterly; staff would meet and/or provide updates to school representatives (typically principals) during separate, bi-annual meetings or as otherwise needed. A request to set public hearing for amendments to the Land Use Ordinance and Town Code to make changes to the SRTS Committee was presented to the Board on May 21st. The public hearing to adopt the changes was held on June 25th, 2019. Staff are currently working to facilitate outreach to the schools in Carrboro in order to issue a call for applicants to the SRTS committee, which would be a different process than the usual advisory board application due to being a subcommittee of the TAB.

Transit Projects

CHT Short Range Transit Plan

Chapel Hill Transit's Short Range Transit Plan began in 2017. Staff from Carrboro, Chapel Hill, and UNC participated in this process by being part of the plan's Technical Committee, which held four meetings throughout 2018. The plan was initially intended to be implemented for the fall semester of 2019. However, a combination of factors has resulted in delayed implementation of the changes proposed by the SRTP. Chapel Hill Transit has set a hard deadline for implementation of August 2020; but some service changes may be implemented sooner if possible, such as adjustments to the HS route which runs through Carrboro. Two public input sessions are being held in Carrboro: the first was held on this past Monday, February 10th, and the second will be held on Wednesday, February 19th from 5 to 7 PM here at Town Hall. The final presentation to Chapel Hill Town Council is expected to occur within the next month or so. Implementation of the changes identified by the SRTP is planned for August 2020.

North-South Bus Rapid Transit (NSBRT)

The Preliminary Traffic Analysis presented to Chapel Hill Town Council in Oct 2019. Additional work was performed to assess the following: traffic impacts with mode shift accounted for, maximum acceptable crosswalk distances, and downtown bicycle-pedestrian connectivity. Final draft report is under review and will be submitted to NCDOT once completed. Staff anticipates that the final report and NCDOT recommendation will be presented to Chapel Hill Town Council for review in February, and brought back on March 4th for a decision on the report and the northern portion alignment.



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-106

Agenda Date: 2/11/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Discussion of Connector Roads Policy

PURPOSE: The purpose of this item is to provide the Town Council with an opportunity to discuss policies and regulations related to street connections.

DEPARTMENT: Planning

CONTACT INFORMATION: Christina Moon - 919-918-7325; Patricia McGuire - 919-918-7327; Nick Herman - 919-929-3905

INFORMATION: At the September 17, 2019 Board of Aldermen meeting, during the deliberation for the Kentfield conditional use permit, there was a request to have a discussion regarding the connector roads policy. A preliminary draft ordinance that would provide flexibility has been prepared for the Council to review and discuss (*Attachment B*). Modifications to other sections of the Land Use Ordinance, such as Section 15-214 and/or Section 15-221 may also be needed. Article XIV, Streets and Sidewalks (*Attachment C*) and the Connector Road Policy (*Attachment D*), have been provided for information.

Subject to Council direction, staff can bring back the preliminary draft ordinance, or a revised version of the ordinance, at a future meeting to request a public hearing and to refer to the Planning Board and to Orange County.

FISCAL & STAFF IMPACT: There is no fiscal impact associated with the discussion of this item. Staff time and advertisements costs related to the review of text amendments are dependent on the outcome of the Council's discussion.

RECOMMENDATION: Staff recommends that the Council discuss the connector road policy and possible language in the preliminary draft ordinance and provide direction for next steps.

A RESOLUTION RELATED TO DISCUSSION OF THE CONNECTOR ROADS POLICY

WHEREAS, the Carrboro Town Council has requested an opportunity to discuss Town's policy with regard to street connectivity; and

WHEREAS, information on the existing Town Policy and associated Land Use Ordinance provisions has been provided; and

WHEREAS, a preliminary draft ordinance to amend the Land Use Ordinance has been prepared for discussion.

NOW, THEREFORE BE IT RESOLVED that the Carrboro Town Council provides the following direction:

[illegible]

This is the 11th day of February in the year 2020.

**AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE
REGARDING CONNECTIVITY OF STREETS**

Draft 02-04-2020

THE TOWN COUNCIL OF THE TOWN OF CARRBORO ORDAINS:

Section 1. The Subsection 15-217(a) of the Carrboro Land Use Ordinance (“LUO”) is amended with the addition of a new second sentence to read as follows:

(a) To the extent practicable, all streets shall be interconnected. The Council may allow the installation of bollards if it determines that full vehicular access is detrimental to the health, safety, or general welfare. Cul-de-sacs shall not be used unless the topography of the land does not allow a design that would make an interconnecting street practicable.

Section 2. All provisions of any Town Ordinance in conflict with this Ordinance are repealed.

Section 3. This Ordinance shall become effective upon adoption.

ARTICLE XIV

STREETS AND SIDEWALKS

Section 15-210 Street Classification.

(a) In all new subdivisions, streets that are dedicated to public use shall be classified as provided in subsection (b).

- (1) The classification shall be based upon the projected volume of traffic to be carried by the street, stated in terms of the number of trips per day;
- (2) The number of dwelling units to be served by the street may be used as a useful indicator of the number of trips but is not conclusive;
- (3) Whenever a subdivision street continues an existing street that formerly terminated outside the subdivision or it is expected that a subdivision street will be continued beyond the subdivision at some future time, the classification of the street will be based upon the street in its entirety, both within and outside of the subdivision.

(b) The classification of streets shall be as follows:

- (1) **MINOR:** A street whose sole function is to provide access to abutting properties. It serves or is designed to serve not more than nine dwelling units and is expected to or does handle up to seventy-five trips per day.
- (2) **LOCAL:** A street whose sole function is to provide access to abutting properties. It serves or is designed to serve at least ten but not more than twenty-five dwelling units and is expected to or does handle between seventy-five and two hundred trips per day.
- (3) **CUL-DE-SAC:** A street that terminates in a vehicular turn-around.
- (4) **SUBCOLLECTOR:** A street whose principal function is to provide access to abutting properties but is also designed to be used or is used to connect minor and local streets with collector or arterial streets. Including residences indirectly served through connecting streets, it serves or is designed to serve at least twenty-six but not more than one hundred dwelling units and is expected to or does handle between two hundred and eight hundred trips per day.
- (5) **COLLECTOR:** A street whose principle function is to carry traffic between minor, local, and subcollector streets and arterial streets but that may also provide direct access to abutting properties. It serves or is designed to serve,

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directly or indirectly, more than one hundred dwelling units and is designed to be used or is used to carry more than eight hundred trips per day.

- (6) **ARTERIAL:** A major street in the town's street system that serves as an avenue for the circulation of traffic into, out, or around the town and carries high volumes of traffic. The following streets are arterial streets:

Culbreth Road	Main Street
Dairyland Road	Merritt Mill Road
Damascus Church Road	N.C. Hwy 54
Estes Drive	Old Greensboro Road
Eubanks Road	Old Hwy 86
Greensboro Street	Old Fayetteville Rd.
Hillsborough Road	Rogers Road
Homestead Road	Smith Level Road
Jones Ferry Road	Weaver Street

(AMENDED 06/04/91)

- (7) **MARGINAL ACCESS STREET:** A street that is parallel to and adjacent to an arterial street and that is designed to provide access to abutting properties so that these properties are somewhat sheltered from the effects of the through traffic on the arterial street and so that the flow of traffic on the arterial street is not impeded by direct driveway access from a large number of abutting properties.
- (8) **LOOP STREET.** A street having two points of intersection with the same street. (AMENDED 06/21/94)
- (9) **ALLEY.** A one-way service road providing a secondary means of public access to abutting property and not intended for general traffic circulation with a maximum length of 550 feet. (AMENDED 09/27/94)

Section 15-211 Access to Public Streets in General.

Every lot shall have access to it that is sufficient to afford a reasonable means of ingress and egress for emergency vehicles as well as for all those likely to need or desire access to the property in its intended use. (AMENDED 5/10/83; 4/24/84)

Section 15-212 Access to Arterial Streets.

Whenever a major subdivision that involves the creation of one or more new streets borders on or contains an existing or proposed arterial street, no direct driveway access may be provided from the lots within this subdivision onto this street.

Section 15-213 Entrances to Streets.

(a) All driveway entrances and other openings onto streets within the town's planning jurisdiction shall be constructed so that:

- (1) Vehicles can enter and exit from the lot in question without posing any substantial danger to themselves, pedestrians, or vehicles traveling on abutting streets; and
- (2) Interference with the free and convenient flow of traffic in abutting or surrounding streets is minimized.
- (3) In considering (1) and (2) above, the following factors shall be considered: **(AMENDED 2/4/86)**
 - a. The nature of the abutting street, its capacity, use, speed and flow, and reasonably anticipated changes to the street; and
 - b. The nature of the proposed use of the land, the traffic generated, the existence and number of drive-in window(s), the internal system for moving vehicles while on the lot; and
 - c. The nature of the exit and entrance, the site distance, the distance from intersections, the alignment with other drives and streets, turning controls or limitations.
 - d. As a minimum, no drive should be located within 250 feet of an intersection of an existing or planned arterial or collector road.

(b) As provided in G.S. 136-93, no person may construct any driveway entrance or other opening onto a state-maintained street except in accordance with a permit issued by the North Carolina Department of Transportation. Issuance of this permit is prima facie evidence of compliance with the standard set forth in subsection (a).

(c) If driveway entrances and other openings onto town-maintained streets are constructed in accordance with the specifications set forth in Appendix B to this chapter, this shall be deemed prima facie evidence of compliance with the standard set forth in subsection (a).

(d) For purposes of this section, the term "prima facie evidence" means that the permit-issuing authority may (but is not required to) conclude from this evidence alone that the proposed development complies with subsection (a).

Section 15-214 Coordination with Surrounding Streets.

(a) The street system of a subdivision shall be coordinated with existing, proposed and anticipated streets outside the subdivision or outside the portion of a single tract that is being divided into lots (hereinafter, "surrounding streets") as provided in this section.

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(b) Collector streets shall intersect with surrounding collector or arterial streets at safe and convenient locations.

(c) Subject to subsection 15-217(a), subcollector, local, and minor residential streets shall connect with all surrounding streets to permit safe, convenient movement of traffic between residential neighborhoods and to facilitate access to neighborhoods by emergency and other service vehicles. The connections shall be created in such a way that they do not encourage the use of such streets by substantial through traffic. **(AMENDED 09/16/97; 05/06/03)**

(d) Whenever connections to anticipated or proposed surrounding streets are required by this section, the street right-of-way shall be extended and the street developed to the property line of the subdivided property (or to the edge of the remaining undeveloped portion of a single tract) at the point where the connection to the anticipated or proposed street is expected. In addition, the permit-issuing authority may require temporary turnarounds to be constructed at the end of such streets pending their extension when such turnarounds appear necessary to facilitate the flow of traffic or accommodate emergency vehicles. Notwithstanding the other provisions of this subsection, no temporary dead-end street in excess of 1,000 feet may be created unless no other practicable alternative is available.

Section 15-215 Relationship of Streets to Topography.

(a) Streets shall be related appropriately to the topography. In particular, streets shall be designed to facilitate the drainage and stormwater runoff objectives set forth in Article XVI, and subject to the design requirements relating to maximum grades set forth in subsection (b), street grades shall conform as closely as practicable to the original topography.

(b) As indicated in Section 15-216, the maximum grade at any point on a street constructed without curb and gutter shall be 8%. On streets constructed with curb and gutter the grade shall not exceed 8% unless no other practicable alternative is available. However, in no case may streets be constructed with grades that, in the professional opinion of the public works director, create a substantial danger to the public safety.

Section 15-216 Street Width, Sidewalk, and Drainage Requirements in Subdivisions
(AMENDED 08/27/96, 10/23/2018)

(a) Minor and local streets where the grade does not exceed 8% may be constructed without curb and gutter in accordance with the standards set forth in subsection (b). All other streets shall be constructed in accordance with the standards set forth in subsection (c). **(AMENDED 05/12/98)**

(b) Subject to subsections (d), (e), and (f), streets constructed without curb and gutter shall conform to the following standards as well as the specifications referenced in Section 15-219. To the extent practicable, the side slope of the drainage swale shall not exceed 4:1 on the street side and on the back side shall not exceed 3:1. When necessary, the minimum right-of-way

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shall be expanded to accommodate the proper construction of the travel lane, shoulders, swales, and (if applicable) a sidewalk within the right-of-way.

TYPE STREET with Swales	MINIMUM ROW WIDTH	MINIMUM PAVEMENT WIDTH	BIKE LANES	MINIMUM SHOULDER 1 2 WIDTH	SIDEWALK REQUIREMENT
MINOR	47'	18'	NONE	6' 8'	NONE
LOCAL	47'	20'	NONE	6' 8'	ONE SIDE

(AMENDED 11/19/96; 05/12/98)

(c) Subject to subsections (d), (d1), (e), and (f), collector streets and other streets not constructed according to the requirements of subsection (b) shall conform to the requirements of this subsection and the specifications referenced in Section 15-219. Only standard 90⁰ curb may be constructed, except that roll-type curb may be authorized by the permit issuing authority. Street pavement width shall be measured from curb face to curb face where 90⁰ curb is used, and from the back of one curb to the back of the opposite curb where roll-type curb is used.

TYPE STREET with Curb & Gutter	MINIMUM ROW WIDTH	MINIMUM PAVE- MENT WIDTH	BIKE LANES	SIDEWALK REQUIREMENT
ALLEY (One-way)	20'	12'	NONE	NONE
Minor	37'	18'	NONE	NONE
Local	43'	20'	NONE	ONE SIDE
Subcollector	50'	26'	NONE	BOTH SIDES
Collector	60'	34'	BOTH SIDES	BOTH SIDES
Arterial	NCDOT Standards	NCDOT Standards	BOTH SIDES	BOTH SIDES

(AMENDED 11/19/96; 05/12/98)

(d) The Board may allow a deviation from the standards set forth in subsections (b) and (c) to allow the construction of a street divided by a landscaped median with one-way traffic proceeding in opposite directions on either side of the median. The Board may allow such a street if it finds that, if completed as proposed, such a street will (i) adequately and safely serve the functions streets are designed to serve, and (ii) will not impose on the town any undue or unreasonable costs or burdens relating to repair and maintenance.

(d1) The Board may, for any development approved with a conditional use permit on property zoned B - 4 - C U o r B-4-CZ, authorize a deviation from the standards set forth in subsection (b) and Appendix C relative to streets and sidewalks if the Board concludes that (i) the proposed streets and sidewalks would serve the functions they are designed to serve as well as or better than streets and sidewalks constructed in conformity with subsection (b) and Appendix C; and (ii) such streets and sidewalks will not impose on the town any undue or unreasonable costs or burdens relating to repairs and maintenance.

(e) The Board may allow a deviation from the right-of-way minimums set forth in subsections (b) and (c) if it finds that (i) the deviation is needed because in order for a development to be served by a public street the street must be constructed within an area that is not of sufficient

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width to comply with the right-of-way criteria set forth above, (ii) a street that meets the pavement width criteria and substantially complies with the other criteria set forth above can be constructed within the right-of-way that can be made available; and (iii) that the applicant show that he has made a reasonable effort and attempted to purchase the necessary right-of-way.

(f) The Board may allow a deviation from the standard right-of-way minimums set forth in subsections (b) and (c) if it finds that the developer has obtained an agreement from the utility companies whose lines will need to be located within a street right-of-way to install such lines in a single trench or in some other fashion that allows the street right-of-way to serve all of its intended purposes with a lesser width than that specified in subsections (b) and (c).

(g) The sidewalks required by this section shall be at least five feet wide and constructed with concrete according to the specification set forth in Appendix C, except that the permit issuing authority may permit the installation of walkways constructed with mortarless laid brick pavement according to specifications set forth in Appendix C when it concludes that: **(AMENDED 12/08/98)**

- (1) Such walkways shall serve the residents of the development as adequately as concrete sidewalks; and
- (2) Such walkways shall be more environmentally desirable or more in keeping with the overall design of the development.

(h) Whenever the permit issuing authority finds that a means of pedestrian access is necessary from the subdivision to schools, parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by sidewalks adjacent to the streets, the developer may be required to reserve an unobstructed easement of at least ten feet in width to provide such access.

(i) In subdivision developments that abut a public street, sidewalks shall be constructed adjacent to such street if a sidewalk in that location is required by the officially adopted town sidewalk master plan. Whenever possible, such sidewalk shall be constructed within the public right-of-way.

(j) The sidewalks required by this section along streets with curb and gutter shall be constructed with a planting strip at least three feet in width, unless the permit-issuing authority allows the strip to be omitted or constructed at a lesser width upon a finding that such deviation from the presumptive standard is warranted to avoid environmental damage or to promote public safety. For purposes of this subsection, a planting strip shall mean a strip of land located between the back of the curb and the walkway. Such planting strips shall be planted with grass or otherwise landscaped. **(AMENDED 11/19/96; 12/08/98)**

Section 15-216.1 Street Widths, Sidewalk and Drainage Requirements in Certain Developments **(AMENDED 05/06/03)**

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- (a) When any tract of land is developed under circumstances requiring the issuance of a special or conditional use permit, the street and road design requirements for streets other than collector streets that would otherwise be determined in accordance with the provisions of Sections 15-216 and 15-221 may be modified, by approval of the permit-issuing authority, to alternative street width and construction specifications, sidewalk and drainage requirements, as illustrated in Appendix C, for developments that
- 1) involve the extension of, or connection to, existing Town streets, the construction specifications of which do not meet the minimum standards established in Section 15-216 in association with Section 15-210 Street Classification;
 - 2) meet the following low-impact development criteria:
 - a) preserves open space and minimizes land disturbance;
 - b) protects natural systems and preserves natural processes (including, but not limited to, drainage ways, vegetation, soils, and other sensitive areas);
 - c) maximizes the incorporation of natural site elements (including, but not limited to, wetlands, stream corridors, and mature forests), and;
 - d) decentralizes and micromanages stormwater at its source to the maximum extent practicable.
 - 3) include a minimum of 15 percent affordable housing units (as defined in Section 15-182.4(a).
- (b) Streets constructed in accordance with this Section shall conform to the following standards as well as specifications presented in Appendix C.

Type Street Alternative	Minimum ROW Width	Minimum Pavement Width	Bike Lanes	Minimum Shoulder Width	Sidewalk Requirement
Local	59'	20'	NONE	9 (2)	ONE SIDE
Subcollector	73'	26' (1)	NONE	9 (2)	BOTH SIDES (3)

- (1) Minimum pavement width may include the concrete grade beam illustrated in Standard Drawing No. 27, or structural equivalent as approved by the Town Engineer.
 - (2) Nine feet of width may include a 3-foot planting strip, 5-foot sidewalk, and 1-foot separation between sidewalk and drainage/water quality structure.
 - (3) May be modified by the permit-issuing authority.
 - (4) Construction requirements as required in Appendix C and D of the Land Use Ordinance, unless otherwise specifically modified by these provisions or the notes included on standards in Appendix C and D.
- (c) The permit-issuing authority may reduce the sidewalk requirement for subcollector streets meeting the alternative street standard from both sides to one side of the road if

Art. XIV STREET AND SIDEWALKS (con't)

- a. The development contains a parallel system that is integrally designed and provides pedestrian access to the interior of the site;
- b. Any new public street passing through the development and the bulk of the facilities and activities are to occur on one side of the road;
- c. Any new public street connects to an existing street that does not meet public street standards and where the site conditions indicate that the full upgrade of the street to the town standards would not be practicable; and
- d. The developer is participating in off-site construction of, or improvements to public sidewalks that will connect the new development with the town's sidewalk system.

Section 15-217 General Layout of Streets.

(a) To the extent practicable, all streets shall be interconnected. Cul-de-sacs shall not be used unless the topography of the land does not allow a design that would make an interconnecting street practicable. **(AMENDED 09/16/97; 09/28/99)**

(b) All permanent dead-end streets [as opposed to temporary dead-end streets, see subsection 15-214(d)] shall be developed as cul-de-sacs in accordance with the standards set forth in subsection (c), unless construction of such cul-de-sacs is not reasonably possible given such factors as steep slopes or right-of-way limitations. Under such circumstances, the town may approve alternative designs that will provide a safe and convenient means for vehicular traffic to turn around (alternatives are suggested in Appendix C, Standard Drawing No. 19). Except where no other practicable alternative is available, such streets may not extend more than 550 feet (measured to the center of the turn-around). **(AMENDED 09/27/94, 09/16/97)**

(c) The right-of-way of a cul-de-sac shall have a radius of 60 feet if constructed without curb and gutter or a radius of 52 feet if constructed with curb and gutter. The radius of the paved portion of the turn-around for streets constructed without curb and gutter shall be 42' (measured to the outer edge of pavement) and for streets constructed with curb and gutter shall be 44.5' (measured to the back of the outer curb). If a developer chooses to provide an unpaved center island in the cul-de-sac, the island shall be landscaped and shall not be dedicated to the public; it shall remain under the ownership and control of the developer (or his successor) or a homeowners association or similar organization that satisfies the criteria established in Section 15-201. Cul-de-sacs containing center islands shall have a minimum pavement width of 18 feet if constructed without curb and gutter or 20 feet if constructed with curb and gutter (measured from inner edge of pavement to face of curb). Mountable 45° curbing shall be installed around the island in accordance with Town of Carrboro design specifications. Minimum design and construction specifications for cul-de-sacs are set forth in Appendix C.

Asymmetrical cul-de-sacs may be allowed with the approval of the public works director, town engineer, fire chief, and the applicable permit issuing authorities. **(AMENDED 2/20/90; 08/08/95; 09/16/97)**

Art. XIV STREET AND SIDEWALKS (con't)

(d) Half streets (i.e., streets of less than the full required right-of-way and payment width) shall not be permitted except where such streets, when combined with a similar street (developed previously or simultaneously) on property adjacent to the subdivision, creates or comprises a street that meets the right-of-way and pavement requirements of this chapter. **(AMENDED 09/16/97)**

(e) Streets shall be laid out so that residential blocks do not exceed 1,000 feet, unless no other practicable alternative is available. **(AMENDED 09/16/97)**

(f) Alleys shall not intersect with any arterials and shall meet the “Entrances to Streets” standards of Section 15-213. Alley radii at street intersections shall not be less than 15 feet. Alleys may run adjacent to lot line boundaries only and not parallel and adjacent to street right-of-way or front property boundaries. In determining conformance with Section 15-184(a), Setback Requirements, the right-of-way lines associated with alleys shall be regarded as lot boundary lines and not street right-of-way lines. **(AMENDED 09/27/94; 09/16/97)**

(g) To the extent practicable, portions of subcollector and collector streets that consist of stretches of 800 feet or more uninterrupted by intersections suitable for stop signs shall contain design features intended to discourage speeding and cut-through traffic, including but not limited to one or more of the following:

- (1) Curves with radius of 800 feet or less; or
- (2) Design features described in the town’s Residential Traffic Management Plan.

(AMENDED 09/16/97)

Section 15-218 Street Intersections.

(a) Streets shall intersect as nearly as possible at right angles, and no two streets may intersect at less than 60°. Not more than two streets shall intersect at any one point, unless the public works director certifies to the permit issuing authority that such an intersection can be constructed with no extraordinary danger to public safety.

(b) Whenever possible, proposed intersections along one side of a street shall coincide with existing or proposed intersections on the opposite side of such street. In any event, where a center line offset (jog) occurs at an intersection, the distance between centerlines of the intersecting streets shall be not less than 150 feet except as provided in subsection (d). **(AMENDED 4/26/88)**

(c) Except as otherwise provided in subsection (d) and (e): **(AMENDED 4/26/88; REWRITTEN 1/26/10)**

- (1) No two streets may intersect with any other street on the same side at a distance of less than 400 feet measured from centerline to centerline of the intersecting street.

Art. XIV STREET AND SIDEWALKS (con't)

- (2) When the intersected street is an arterial, the distance between intersecting streets shall be at least 1,000 feet.

(d) The provisions of this section shall not operate to prohibit any property from having direct access onto an adjacent public street, and when a literal application of the provisions of this section would otherwise prohibit all such access, the permit-issuing authority may allow the minimum deviation from the requirements of this section that is necessary to provide reasonable access. **(AMENDED 4/26/88)**

(e) Notwithstanding the foregoing, two streets may intersect with another street on the same side at a distance of less than 400 feet, measured from centerline to centerline of the intersecting streets, if the street with which the two streets intersect is connected to a street within a village mixed use development and a development itself is adjacent to a village mixed use development. However, in no event, may the two streets intersect at a distance of less than 125 feet. **(AMENDED 1/26/10).**

Section 15-219 Construction Standards and Specifications.

Construction and design standards and specifications for streets, sidewalks, and curbs and gutters are contained in Appendix C, and all such facilities shall be completed in accordance with these standards.

Section 15-220 Public Streets and Private Roads in Subdivisions.

(a) Except as otherwise provided in this section, all lots created after the effective date of this section shall abut a public street at least to the extent necessary to comply with the access requirement set forth in Section 15-211. For purposes of this subsection, the term “public street” includes a pre-existing public street as well as a street created by the subdivider that meets the public street standards of this chapter and is dedicated for public use. Unless the recorded plat of a subdivision clearly shows a street to be private, the recording of such a plat shall constitute an offer of dedication of such street. **(AMENDED 2/14/84)**

(b) Architecturally integrated residential subdivisions containing either twenty-five or more units, or consisting of four or more multi-family townhomes, may be developed with private roads that do not meet the public street and sidewalk standards of this chapter as long as: **(AMENDED 11/26/85; 6/25/02)**

- (1) The proposed development will have direct access onto a public street or, if the tract has access to a public street only via a private road, such private road is improved to public street standards;
- (2) No road intended to be private is planned to be extended to serve property outside that development; and

Art. XIV STREET AND SIDEWALKS (con't)

- (3) The standards applicable to unsubdivided developments set forth in Section 15-221 and 15-222 are complied with.

(c) Subdivisions containing any number of lots may be developed with private roads that do meet the public street and sidewalk standards of this chapter but that are not intended for dedication to the public so long as:

- (1) The proposed development will have direct access onto a public street or, if the tract has access to a public street only via a private road, such private road is improved to public street standards;
- (2) No road intended to be private is planned or expected to be extended to serve property outside the development; and
- (3) The subdivider demonstrates to the reasonable satisfaction of the Board that the private roads will be properly maintained.

(d) A subdivision in which the access requirement of Section 15-211 is satisfied by a private road that meets neither the public street standards nor the standards set forth in Section 15-221 may be developed so long as, since the effective date of this chapter, not more than three lots have been created out of that same tract.

- (1) The intent of this subsection is primarily to allow the creation of not more than three lots developed for single-family residential purposes. Therefore, the permit-issuing authority may not approve any subdivision served by a private road authorized under this subsection in which one or more of the lots thereby created is intended for (i) two-family or multi-family residential user or (ii) any non- residential use that would tend to generate more traffic than that customarily generated by three single-family residences.
- (2) To ensure that the intent of this subsection is not subverted, the permit-issuing authority may, among other possible options, require that the approved plans show the types and locations of buildings on each lot or that the lots in a residential subdivision served by a private road authorized under this subsection be smaller than the permissible size lots on which two-family or multi- family developments could be located or that restrictive covenants limiting the use of the subdivided property in accordance with this subsection be recorded before final plat approval.

(e) No final plat that shows lots served by private roads may be recorded unless the final plat contains the following notations:

- (1) “Further subdivision of any lot shown on this plat as served by a private road may be prohibited by the Carrboro Land Use Ordinance.”

Art. XIV STREET AND SIDEWALKS (con't)

- (2) “The policy of the Town of Carrboro is that, if the town improves streets (i) that were never constructed to the standards required in the Carrboro Land Use Ordinance for dedicated streets, and (ii) on which 75% of the dwelling units were constructed after July 1, 1979, 100% of the costs of such improvements shall be assessed to abutting landowners.”

(f) The recorded plat of any subdivision that includes a private road shall clearly state that such road is a private road. Further, the initial purchaser of a newly created lot served by a private road shall be furnished by the seller with a disclosure statement outlining the maintenance responsibilities for the road, in accordance with the requirements set forth in G.S. 136-102.6. The intention of this subsection is to afford the same protection to purchasers of lots on private roads within the town as is provided to purchasers of lots outside the town by G.S. 136-102.6.

(g) For purposes of this section, a private road meets the public street and sidewalk standards of this chapter if it is designed and constructed and sufficient setbacks are provided so that, if intended for dedication, it could be accepted as a public street in conformity with the requirements of this chapter. **(AMENDED 11/26/85)**

(h) Notwithstanding the other provisions of this section, the town may prohibit the creation of a private road if the creation of such a road would avoid the public street interconnection requirements set forth in Sections 15-214 and 15-217(a). **(AMENDED 6/25/02)**

Section 15-220.1 Design Standards for Village Mixed Use Developments (AMENDED 5/28/02)

- (a) Village mixed use developments may be designed in accordance with the North Carolina Department of Transportation Traditional Neighborhood Development (TND) Guidelines, August 2000. Where specific NCDOT TND design guidelines have been established, these may supercede any related street design standards contained in this Ordinance, as well as standards and guidelines for utilities, landscaping and similar considerations. In the absence of TND specific design guidelines, the existing standards, criteria, guidelines or policies shall be applied.
- (b) For purposes of implementing the NCDOT TND Guidelines, a village mixed use development shall be deemed to be a “classic” TND.

Section 15-221 Road and Sidewalk Requirements in Unsubdivided Developments.

(a) Within unsubdivided developments, all private roads and access ways shall be designed and constructed to facilitate the safe and convenient movement of motor vehicle and pedestrian traffic. Width of roads, use of curb and gutter, and paving specifications shall be determined by the provisions of this chapter dealing with parking (Article XVIII) and drainage (Article XVI). To the extent not otherwise covered in the foregoing articles, and to the extent that the requirements set forth in this article for subdivision streets may be relevant to the roads in

Art. XIV STREET AND SIDEWALKS (con't)

unsubdivided developments, the requirements of this article may be applied to satisfy the standards set forth in the first sentence of this subsection.

(b) Whenever (i) a lot is proposed to be developed residentially for more than four dwelling units or non-residentially in such a fashion as to generate more than 40 vehicle trips per day, and (ii) if the lot were to be subdivided, a street would be required running through the lot to provide a connection between existing or planned adjacent streets in accordance with the provisions of Sections 15-214 and 15-217(a), then the developer shall be required to construct and dedicate the same street that would have been required had the property been subdivided. On Town-owned properties, the Board of Aldermen may eliminate or reduce the requirements of this section for reservation and/or connection of right-of-way.

(AMENDED 6/25/02; 06/06/17)

(c) In all unsubdivided residential developments, sidewalks shall be provided linking dwelling units with other dwelling units, the public street, and on-site activity centers such as parking areas, laundry facilities, and recreational areas and facilities. Notwithstanding the foregoing, sidewalks shall not be required where pedestrians have access to a road that serves not more than nine dwelling units. **(AMENDED 4/24/84)**

(d) Whenever the permit issuing authority finds that a means of pedestrian access is necessary from an unsubdivided development to schools, parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by sidewalks adjacent to the roads, the developer may be required to reserve an unobstructed easement of at least ten feet to provide such access.

(e) In unsubdivided nonresidential developments that abut a public street, sidewalks shall be constructed adjacent to such street if a sidewalk in that location is required by the officially adopted town sidewalk master plan. Whenever possible, such sidewalk shall be constructed within the public right-of-way.

(f) The sidewalks required by this section shall be at least five feet wide, except that, where practicable, the sidewalks in the B-l(c), B-l(g), B-2, and C-T zoning districts shall be at least ten feet wide. Sidewalks are to be constructed according to the specifications set forth in Appendix C, except that the permit issuing authority may permit the installation of walkways constructed with other suitable materials when it concludes that: **(AMENDED 12/08/98; 4/8/03)**

- (1) Such walkways would serve the residents of the development as adequately as concrete sidewalks; and
- (2) Such walkways could be more environmentally desirable or more in keeping with the overall design of the development.

Section 15-222 Attention to Handicapped in Street and Sidewalk Construction.

Art. XIV STREET AND SIDEWALKS (con't)

(a) As provided in G.S. 136-44.14, whenever curb and gutter construction is used in public streets, wheelchair ramps for the handicapped shall be provided at intersections and other major points of pedestrian flow. Wheelchair ramps and depressed curbs shall be constructed in accordance with published standards of the N.C. Department of Transportation, Division of Highways.

(b) In unsubdivided developments sidewalk construction for the handicapped shall conform to the requirements of Section (11X) of the North Carolina State Building Code.

Section 15-223 Street Names and House Numbers.

(a) Street names shall be assigned by the developer subject to the approval of the permit issuing authority. Proposed streets that are obviously in alignment with existing streets shall be given the same name. Newly created streets shall be given names that neither duplicate nor are phonetically similar to existing streets within the town's planning jurisdiction, regardless of the use of different suffixes [such as those set forth in subsection (b)].

(b) Street names shall include a suffix such as the following:

- (1) Circle: A short street that returns to itself.
- (2) Court or Place: A cul-de-sac or dead-end street.
- (3) Loop: A street that begins at the intersection with one street and circles back to end at another intersection with the same street.
- (4) Street: All public streets not designated by another suffix.

(c) Building numbers shall be assigned by the town as provided in Section 7-32 of the Town Code.

Section 15-224 Bridges.

All bridges in subdivided and unsubdivided developments shall be constructed in accordance with the standards and specifications of the N.C. Department of Transportation, except that bridges on roads not intended for public dedication in unsubdivided developments may be approved if designed by a licensed architect or engineer.

Section 15-225 Utilities.

Utilities installed in public rights-of-way or along private roads shall conform to the requirements set forth in Article XV, Utilities.

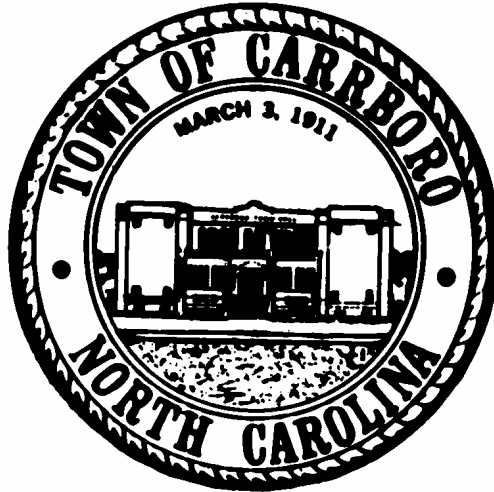
Section 15-226 Road Standards in the University Lake Watershed.

Notwithstanding any provision in this ordinance to the contrary, roads in the University Lake Watershed shall not be constructed with curb and gutter. (AMENDED 11/11/86)

Art. XIV STREET AND SIDEWALKS (con't)

Section 15-227 through 15-235 Reserved.

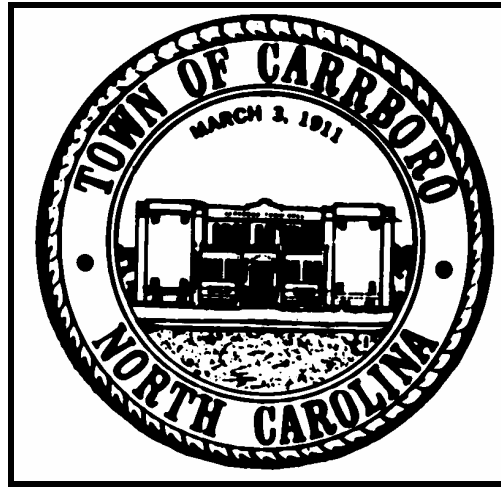
TOWN OF CARRBORO



CONNECTOR ROADS POLICY

Adopted: MARCH 18, 1986

By : TOWN OF CARRBORO BOARD OF ALDERMEN



JAMES V. PORTO, JR., Mayor

Carrboro Board of Aldermen

DOUG ANDERSON

TOM GURGANUS

JOHN BOONE

ZONA NORWOOD

HILLIARD CALDWELL

JUDITH WEGNER

OVERVIEW

BACKGROUND

In 1986, when the Connector Roads Policy was conceived, Carrboro was just beginning to develop toward the north. The Connector Roads Policy was adopted by the Board of Aldermen as a guide to aid in the construction and maintenance of a sound traffic plan for the town. As stated in the introduction of the plan, the success of Carrboro's growth as a town is "ultimately dependent upon the effectiveness and continued efficiency of its transportation system."

The Connector Roads Policy was designed to guide an ever-changing Board of Aldermen as new projects and developments come before them for approval. The Policy's purpose was to ensure that old and new developments and businesses in the town would be connected to each other, both to disperse newly generated traffic and to give a sense of connectivity and unity to the town as it grows. The roads included on the Connector Roads Plan were intended to provide a backbone for a more intricate grid of smaller connector roads.

THE CHARGE

In the fall of 1996, the Board of Aldermen asked the Transportation Advisory Board to review the Connector Roads Policy to see if it still served the town's needs. The TAB noted during its discussion that the town's failure to connect some of the designated roads prevented the Plan from achieving its full potential. However, the TAB maintains its belief that a Connector Road Policy is a vital part of the town's planning initiative.

T H E R E S P O N S E

Because the Transportation Advisory Board recognized that there had been confusion over the interpretation of the Connector Roads Policy and its guidelines, the TAB modified and abbreviated the wording to state the purpose of the Connector Roads Policy in a single paragraph. The TAB eliminated and changed some of the wording for the sake of clarification. The TAB included in the Policy's purpose not only road classifications which connect arterials, but all new roads (minor, local, subcollector, and collector) which are built for new developments. The roads included on the original Connector Roads Plan were (and will remain) intended to provide the backbone for a more intricate public roadwork system that would incorporate all classifications of roads, all of which work together to connect the town and its communities.

I. INTRODUCTION

In 1986, the Connector Roads Policy was conceived and adopted by the Town of Carrboro to aid the town in planning the construction and maintenance of a sound traffic plan for the town. The success of Carrboro's growth as a town is ultimately dependent upon the effectiveness and continued efficiency of its transportation system. Additionally, Carrboro's transportation system, like any public facility, must keep pace with the increased demands that new development places upon it. Roadway systems must be regularly re-evaluated and upgraded to meet future demands.

II. STATEMENT OF PURPOSE

The purpose of the Connector Roads Policy is to ensure that old and new developments and businesses in our town connect to each other, both to disperse newly generated traffic and to give a sense of connectivity and unity to the town as it grew. It indicates a commitment by the town to work toward this connectivity. The roads shown on the Connector Roads Plan are intended to provide a backbone for a more intricate grid of smaller connector roads. The Connector Roads Policy is designed to guide an ever-changing Board of Aldermen as new projects and developments come before them for approval. As Carrboro's boundaries for development expand, additional areas and "backbone" collector roads will need to be added to these maps to ensure that all of Carrboro connects in ways that are both safe and efficient.

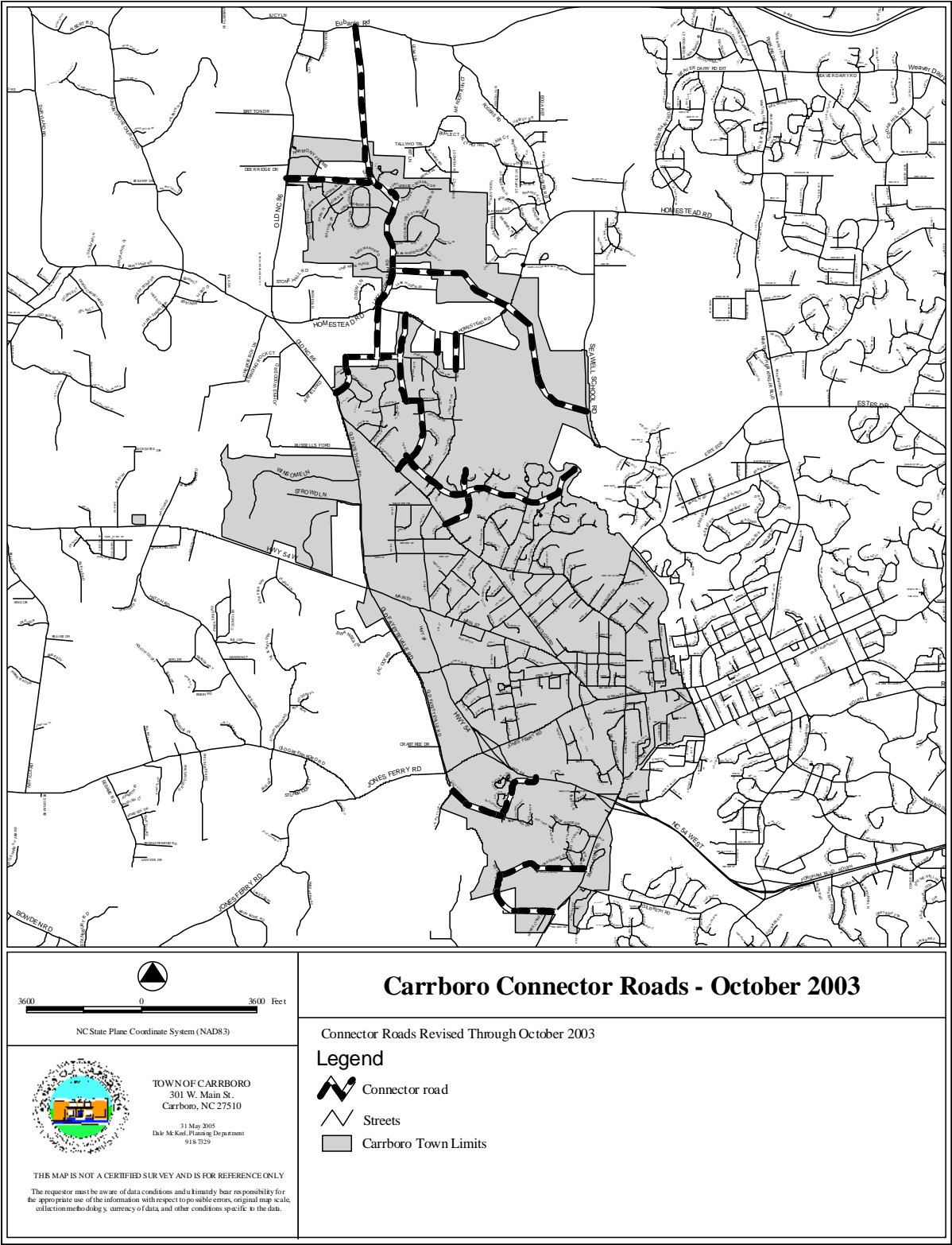
III. CONNECTOR ROADS PLAN

The Connector Roads Plan proposes to meet the demands from full development of the northern development area by construction of a series of connector roads that will link this area with the arterial system to the north and to Estes Drive in the east. The construction of a connector road that parallels Hillsborough Road and North Greensboro Street, and providing access with Estes Drive is vitally important to reduce further congestion on Greensboro Street and the Town Center. Connector roads should also eliminate the disruption of residential neighborhoods to the south of areas under development. Connector roads would also be planned to extend north, permitting access to Homestead Road and to the I-40 interchanges.

The connector roads system in the southern development will provide access to the Laurel Hill Parkway thoroughfare which will loop the Bypass, beginning at Jones Ferry Road and connecting with NC 54 and eventually I-40. Because of the development that has already taken place in this area, the two connectors that are central to the overall system, Berryhill Drive and Rock Haven Road, have been approved for construction. In addition, portions of the Laurel Hill Parkway have also been approved for construction.

IV. DESIGN AND CONSTRUCTION STANDARDS

The Design Standards for connector roads should follow the Land Use Ordinance's guidelines, based on the individual road's classification, and its potential for traffic of all varieties in the future as well as when a development is presented to the board.



AMENDMENT DATA SHEET

**Map: Southern Connector Roads Plan - Board-Approved
April 02, 1991**

**Map: Connector Road Plan Northwest Section - Board-
Approved February 25, 1992**

**Map: Connector Road Plan Concept - Board-Approved
February 08, 1994**

Text & Map: Board-Approved August 19, 1997

**Map: The Connector Roads Plan for the Northern Area -
Board-Approved May 26, 1998**

**Map: Removal of Pathway Drive and Tripp Farm Road
Connections to Horace Williams Tract – Board-
Approved October 21, 2003**