Part I. Attachment C - 1

CARRBORO DEVELOPMENT GUIDE

APPENDIX A

APPENDIX A - 2

PETITION FOR CHANGE OF ZONING FORM

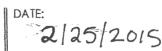
TOWN OF CARRBORO

PETITION FOR CHANGE OF ZONING



PETITIONER:

Runyon Woods, partner, Woodhill NC, LLC



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

TAX MAP: _____ BLOCK: _____ LOT: _____ ACREAGE _____ PARCEL: ____

The Petitioner named above respectfully requests the Board of Aldermen of the Town of Carrboro to rezone the below-described property from $\[Mathrew M - 3 - CU\]$ zoning classification. The Petitioner furthermore submits the following

SUBDIVISION NAME:

b. OWNER:

FRONTAGE _____ DEPTH:____

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CARRBORO DEVELOPMENT GUIDE APPENDIX A

(b) In what way is the p potential uses of the see attached	property proposed for rezoning peculiarly/particularly suited for the new district?
(c) How will the propos see attached	sed rezoning affect the value of nearby buildings?
(d) In what way does the planning jurisdiction see attached	ne rezoning encourage the most appropriate use of the land in the m?
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EREFORE, THE PETITIONE OVE. THIS IS THE 25	ER REQUESTS THAT THE OFFICIAL ZONING MAP BE AMENDED AS SET OUT 5 th DAY OF February, 20 15.

PLEASE NOTE:

For all the persons identified under "5", please attach addressed envelopes with the correct postage. Oversight of this requirement could delay processing your rezoning request.

PETITION FOR A CHANGE OF ZONING - QUESTION 7

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

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

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

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

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

The property is an opportunity for infill development providing pedestrian access to retail and restaurant services from the surrounding homes. At the same time, the M-3-CU zone provides the potential for manufacturing use of the property to return. This property is located along a main corridor into Carrboro. The area is composed primarily but not exclusively of residential uses. The property is well suited for the uses allowed in M-3-CU, since that district is designed to allow a broad range of business uses, and is in close proximity to residential uses.

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

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

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

The project design is based on three principles:

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

- 2. removing a derelict eyesore and creating an attractive energy efficient commercial property on one of the town's major entranceways, with the subtext of creating jobs, expanding the commercial tax base and paying for the flood correction and
- 3. building a property that will encourage bicycle use and pedestrian travel with the aim of expanding the walkable community south along South Greensboro Street to the residential neighborhoods south of the bypass. While encouraging non-motorized access, the plan must also recognize that, given the proximity of the bypass and the lack of a sidewalk up South Greensboro Street, the current character of the site is mostly vehicular. Therefore the plan must assure that adequate parking exists and vehicular access is achieved as safely as possible, while simultaneously encouraging non-vehicular access and ensuring that the existing road network is also made safer.

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

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

While our proposed development is not technically in the downtown area, we recognize that we are in a central location that is both a gateway to Carrboro and accessible to downtown by foot, bicycle, and auto. Therefore we have considered the town planning documents Downtown Circulation Study, and Downtown Carrboro New Vision. As per Downtown Circulation Study: (A.4) we are fixing storm water drainage systems. (A.14) we are adding a modern roundabout – increasing vehicular and pedestrian safety. (C 12.) Our roundabout will calm traffic on South Greensboro Street. (E.) our bike path improves bike-ability.

As per Downtown Carrboro New Vision:

Buildings: Our design aesthetic is evocative of the mill-like character of Carrboro. Walkability: South Green will enhance the walkability of Carrboro by providing a new destination, along with new, well-lit sidewalks that are buffered by planting strips. Crossings: Both the retail development and the roundabout will offer well-lit crossings with highly visible markings.

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